EXTERNALS
OF
MODERN NEW YORK

MRS. BURTON HARRISON

SUPPLEMENT TO "THE HISTORY OF THE CITY OF NEW YORK"
BY MRS. MARTHA J. LAMB

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GREATER NEW YORK AND VICINITY.

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HISTORY

OF THE

CITY OF NEW YORK:

EXTERNALS OF MODERN NEW YORK.

BY

MRS. BURTON HARRISON.

Illustrated.

Being Chapter XXI. Volume II. of Mrs. Martha J. Lamb's History of the City of New York.

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CHAPTER XXI.

1880–1896.

EXTERNALS OF MODERN NEW YORK.

By Mrs. Burton Harrison.

Continuation of the General History. — "Thumb-Nail" Sketches. — Method of Treatment. — "The Capital City of America." — Results of "Greater New York" Movement. — Complications. — Advance in the Arts. — Development of Architecture. — Criticism of Street Paving and Street Lighting. — Department of Street Cleaning. — Blizzard of 1888. — Centennial Celebration of Washington's Inauguration as President. — Washington Memorial Arch. — Centennial Celebration of the Supreme Court of the United States. — Columbian Celebration. — Naval Parade. — Grant Birthday Dinner. — Naval Exhibition. — Street-car Disturbances. — Increased Facilities for Travel. — Surface Improvement. — Cleopatra's Needle. — Completion of the Brooklyn Bridge. — Contemplation of other Bridges. — New York Harbor. — Statue of Liberty Enlightening the World. — "The New Colossus." — New System of Docks. — Immigration. — Marine Passenger Traffic. — Telephone System. — System of Incandescent Electric Lighting. — Development of Electricity. — Military. — Fire Department. — Police Force. — Municipal Machinery. — Post Office Department. — Educational Institutions. — Churches and Mission Houses. — Domestic Life. — Hotels and Restaurants. — Charitable Work. — Clubs. — Amusements. — Acquisitiveness in Pictorial Art. — Collections of Rare and Fine Art. — Libraries. — Hospitals. — Valediction.



Corner of Nassau and Wall Streets.

IN bringing down to date the general history of New York since 1880, at which point the able and conscientious chronicle of Mrs. Lamb came to a halt, it has been found possible to touch, within the limits of a single chapter, upon only such salient features of a great city's rapid strides in civilization as may prove interesting to the casual student of the time.

For the same obvious reason, want of space, it has been decided to tell the story of the last fifth of the century by "thumb-nail" sketches of the various departments of the city's work, and by a brief summary of progress in social

development, rather than attempt to recite incidents chronologically and separately. We shall mention externals, chiefly, — things that catch the eye. With the deeper issues of religion and morality; with details of the fluctuations of society attributable to reinforcements from abroad and from other quarters of our own country; with meditations suggested by the fact that, as Guizot once said of the relation of France to the rest of Europe, all institutions of civilization must pass through New York before they are accepted elsewhere in America; with suggestions for the future to be found in centralizing here the influences of literature and art; with accounts of our struggle for great wealth, and with what is to be learned from the dropping out of public consideration of those who do not maintain it; with the annals of political abuses and party warfare; with the fret and fever of speculation, and financial questions of the hour; there will be no attempt to deal. It is enough to try to outline only the most noticeable, to a looker-on, of the modal differences between the New York of fifteen or sixteen years ago, and the metropolis of to-day. To quote one of the final utterances of Mrs. Lamb's volume, "we must let facts speak for themselves," and leave inferences to be drawn by the reader.



New Street.

Although still lacking in the fine proportions of a finished work of art, from which light and leading in what is best can be equally had in every quarter of our great country, New York, to-day, has taken upon herself many of what must be the final aspects of the capital city of America. Early in this year 1896 her nominate borders included nearly two millions of inhabitants; from her haunts of commerce, finance, and the professions, many thousands of others, workers here by day, overflowed into suburban regions to sleep, — and of these multitudes it is estimated there were more than as many again as the actual dwellers within the fringes of the town. It is claimed that, with Greater New York an accomplished fact, there will be a resident population of more than three millions, making ours the second city of the world in magnitude; and that, unless an unexpected change occurs in the tendency of population to these western shores, New York will, before the Twentieth Century is well upon her shining way, surpass in numbers her only rival, London.

Fifth Avenue at Madison Square.



Madison Cottage, an Inn Standing in 1857 on the Site of the Present Fifth Avenue Hotel.

Just how the questions, sentimental, historical, financial, and geographical, involved in the matter of consolidating Brooklyn and the adjacent country towns with New York are to be adjusted, is at the present writing undecided. But the late considerable increase in variety and numbers of those who claim citizenship in the metropolis has certainly induced a corresponding animation in her intellectual progress. At no time has the curious mosaic of nationalities that make up our community given such abundant evidence as now of growth in culture, and in a capacity for transmission through influence and example to the country at large of what it has acquired. This essential of a dominant city is here asserted, first, because, in looking back at the time before the sixteen years to be recorded, it seems to have been the thing most noticeably absent. Material advance, the grosser rewards of successful efforts in business, had then already been attained. But New York, not so long ago regarded by observers as primarily and merely "a centre of commerce, a sovereign of finance," has now a rating in the domain of the arts, beginning with architecture, that may well kindle civic pride in her inhabitants.

In earlier days, her most prosperous burgher was content to live in a brick or brown-stone barn, unlovely of exterior ; and of such dwellings, set in long welded rows, Fifth Avenue was composed, save for a few hotels and churches, the public squares and the old Reservoir, St. Patrick's Cathedral, the white marble Stewart house (now the Manhattan Club), the Whitney house, and some new apartment houses, affording rare but pleasing breaks in the monotony. But the first revelation of the beauty of art in an individual dwelling house, one that produced a thrill of satisfaction in the observer of such things, was the French château designed by Richard M. Hunt and built of light-gray limestone, for W. K. Vanderbilt, which, taken all in all, is still the best we have yet seen here. It was to Hunt, who died in 1895, that New York and America owed their real modern advance in architecture. We experienced the influence of France — the only country with a school of architecture — for the first time when he had completed his studies in Paris and returned to New York. Other instances of his work here are the Lenox Library, the Tribune Building, and the Astor and Gerry houses in upper Fifth Avenue ; and we shall have occasion to mention more. Most of the architects since Hunt, who have made a lasting mark upon their time, have been either his pupils or pupils of the Paris School of Fine Arts where he was their forerunner. Post, Ware, Van Brunt, and Gambrill were his pupils. McKim and White were pupils of Hunt's pupils, as well as of the School at Paris ; and the greater number of the

men of prominence and ability now practising are of the Paris School. Ware has become the chief of the excellent Department of Architecture in Columbia University, and has there shown himself an admirable instructor, exercising an influence long to be felt.

For the imprint of George B. Post's hand upon Fifth Avenue it is natural to point to the elaborate, picturesque, and at the same time cheerful dwelling of Cornelius Vanderbilt, whose beautiful iron gateway opens upon the Plaza. Down town, many office buildings command admiration for Post's art, — among them the Mills Building, the Produce Exchange, the Times Building, the Cotton Exchange, the World Building, and a twenty-five-story structure now in process of erection, to be called the St. Paul Building, where the *New York Herald* so long had its newspaper offices. It was Post who introduced here the "steel-cage construction" exhibited in our much-discussed and many-storied office buildings of this end of the century. But that what he and his contemporaries have accomplished is not to be seen on the outside only, of the new structures for occupancy by men of business, appears in the fact that not only lawyers and architects enjoy to-day offices where regard is shown for comfort and health in surroundings, but even printing-offices are light and salubrious, and an editor's sanctum is attractive to all the senses that demand good treatment as a guarantee for well-being.

The work of McKim, Mead, & White, together with that of Hunt and Post, stands in the front rank of artistic achievement in America. Among the numerous examples of the genius of this firm scattered about our city and suburbs, the beginning of their best work was the block of Villard Houses in Madison Avenue, opposite the Cathedral, designed upon the simple and classic lines they have since made famous. More recent erections, several of which are mentioned in detail in the course of this chapter, are the Washington Arch, the Madison Square Garden, the Metropolitan Club, and the designs for the new quarters of the Universities of Columbia and of the City of New York. These charming conceptions, with the Boston Public Library, may be taken as the finest examples of the intention of their methods. At Sixtieth Street and Fifth Avenue the white apparition of the Metropolitan Club rests the eye and refreshes the spirit after contemplation of some of the flamboyant hotels and houses in that neighborhood; and the first impression in its favor is strongly re-inforced by going through the iron *grillage* of its admirable colonnade, opening on a semi-circular court, to view the grand interior of the Club, notably the entrance hall, sheathed throughout with richest marbles.

C. C. Haight has contributed to New York the present buildings of

Columbia College, several great hospitals, the new buildings of the Trinity Corporation, and a number of private houses. Renwick, Aspinwall, & Russell have been made famous by St. Patrick's Cathedral and Grace Church and its new buildings, — all specimens of the pure American Gothic as introduced by the late James Renwick.

R. H. Robertson is the architect of the beautiful building of the American Tract Society, of (with Rowe and Baker) the United Charities, and of the Mohawk Building, as well as of St. Paul's Methodist Episcopal Church and the Corn Exchange Bank. Bruce Price has sent his fancy finely soaring aloft in the twenty-story tower-like building of the American Surety Company, — that rises, pierced by innumerable windows, opposite Trinity Church, — and is also known for designs of many attractive private houses in and near New York and elsewhere.



Broadway, near Wall Street.

George Fletcher Babb, assistant for many years of Russell Sturgis, upon the retirement of that eminent architect and art critic from professional affairs went into partnership with Cook & Willard. Babb is said, upon high authority, to be "naturally more of an artist," and to have "more feeling for delicate and beautiful detail, than any one yet born on this side of the water." The work of his firm, and that of C. W. Clinton, is favorably known in many quarters of the town.

The late Joseph M. Wells, an architect whose ability was of the highest order, made, when an assistant of McKim, Mead, & White, all the drawings for the Villard houses and the Century Club; and, indeed, his hand was seen in all the best work of that firm.

The talent of Carrére & Hastings, who also began their labors as pupils of McKim, Mead, & White, is brilliantly known throughout the country in the Ponce de Leon Hotel at St. Augustine, Florida. Thomas Hastings is an able exponent of architectural art as a lecturer, also. Their success has been emphasized here in the Mail and Express Building, the Edison Building, and in designs for many private houses.

H. J. Hardenburg, the architect of the Waldorf Hotel, is erecting the new Astor Hotel adjoining it. The great Savoy Hotel, twenty stories high, and of an Arabian Nights magnificence within, is also his work;

and so are the American Fine Arts Building in West Fifty-seventh Street, and the new Manhattan Hotel.

N. Le Brun & Sons have supplied the fine Metropolitan Building that covers the site of the late S. L. M. Barlow's residence, the Home Life Insurance Company's Building, and many school-houses and fire-engine houses.

Of Ernest Flagg's clever work, some of the most pleasing examples are St. Luke's Hospital, the Scribner Building, and the new St. Nicholas Skating Rink, — the latter the resort of smart society in New York when debarred by freezing weather from its usual diversion of driving in the Park. The Postal Telegraph Building, by Harding & Gooch, is a striking structure, — as is also the Ayer Building at Broadway and Leonard Street. The Greenwich Savings Bank and New York Clearing House are particularly attractive specimens of R. W. Gibson's work. The Manhattan Life Insurance Building speaks for the taste of Kimball & Thompson. Delemos & Cordes are to be credited with the huge emporium of Siegel & Cooper, covering nearly a city block; and F. L. V. Hoppin, a pupil of McKim, Mead, & White, whose drawings of the New York State Building at the Chicago Fair were conspicuously good, has done strong and original work in private houses. The Metropolitan Opera House, so large a factor in the æsthetic joys of our day and generation, was designed by Cady, the architect also of the Museum of Natural History, and of the Shoe and Leather Bank. Carnegie Music Hall, with its great auditorium and minor theatre, and many rooms and studios above, was the work of William B. Tuthill; the Colonial Club is Henry Kilburn's. To Cyrus Eidlitz, in addition to many another architectural success familiar in our streets, is due credit for the charming Savings Bank at Twenty-second Street and Fourth Avenue, the Racquet Club, and the great unfinished building for the Bar Association.



Exchange Place.

Enough among the recent erections in New York have been cited to give a fair idea of the march of good taste and refinement fast removing us from our share of the reproach of that middle period of vulgar and lifeless architecture, that babel of styles seen among English-speaking races everywhere, which, alas! replaced the simpler

Columbia College. St. Luke's Hospital. Cathedral. N. R. Bridge.



Bird's-eye View looking south from General Grant's Tomb.

(By permission of "Leslie's Weekly.")

and delightful methods of Colonial times in America. Whilst our island, in all its chief business and home localities, is dotted intermittently with such fine creations as have been named, it is to the upper parts, those regions not so long ago apparently forgotten by the gods, that we may look for the grouping of the most stately edifices upon appropriate grounds.

The trend of great wealth toward occupancy of the eastern side of Fifth Avenue, above Fifty-ninth Street, is unmistakable. Already that quarter displays a series of palaces, varying in architectural merit, but imposing in general effect. Thence, undoubtedly, Fashion will rule coming generations of New Yorkers; and, with its broad open space in front, looking into the boscage of the Park, its free air and sunshine, its facilities for reaching with ease the new drives of the town, the locality must be called a wise selection for those who can afford to enjoy it. In the Boulevard, a continuation of Broadway, and on Eighth Avenue west of Central Park, enormous apartment houses and many handsome dwellings have appeared.

To the mausoleum at the northern end of Riverside Park, where General Grant is interred, will soon be added the attraction of a monument befitting the fame of the great soldier it commemorates. Riverside Drive, unsurpassable in its views of the Hudson and Palisades, is already dotted with substantial houses of solvent citizens.

As far north as the new localities designated, and as far south as old Washington Square, which has lost none of its prestige as a fashionable quarter, New Yorkers are already forced to pursue their weary way, to include in their social intercourse the people who live at these opposite extremes or along the lines between them.

It is to be wished that the glowing tale of New York's external progress could be continued to include praise for our street paving and street lighting. In the first particular, although in some parts greatly improved, and in many parts soon to be still further improved, by the laying of asphalt, our city is open to sharp criticism. Upon what should be our best thoroughfare, Fifth Avenue, owing to the incessant jar from the passage of vehicles over stones, conversation is not possible, otherwise than at a strained and fatiguing pitch of the voice. It is not to be wondered at that a visit to Paris, London, or Washington, where wheels run noiselessly over smooth pavements, is regarded by New Yorkers as a "rest." In many of the side streets, and in the lower part of the city especially, driving is rather a punishment than a luxury. The irregularity of, and the dirt harbored by, these old pavements make them a

blot upon our civilization which no beauty of sky or of soaring architecture can remove; no effort on the part of householders to make attractive the outside of their homes can avail to secure for us pleasing streets, when the pavements are so unsightly and uncomfortable. The total sum of asphalt laid in New York up to the end of 1894 was 62.34 miles: the amount laid and under contract since is 7.55 miles. For the benefit, if not for others, of those who take to bicycles and now form so large a part of our locomotive population, several more of the avenues running north, to connect with the resorts of the annexed district, are to be made smooth with this material; and a few years may see the existing occasion of our present complaints much ameliorated.

In the lighting of our streets, we are still, in some portions of the city, behind many towns of yesterday throughout the country; and the traveller abroad now sees the historic haunts of Europe, and even places in the storied and dormant East, better illuminated by electricity. This is certainly remediable, and, we hope, is soon to be changed. It is here commented upon because, whilst, to be true, no picture may be drawn without shadows, the shadows we live in, for lack of street lights, are a necessary feature of any picture even approximately true of New York in our time.

Such as our streets are, their condition was far worse until the Department of Street Cleaning passed into the charge of Col. George E. Waring, Jr., in January, 1895. For many years, press and citizens had been protesting in vain against the want of cleanliness in our thoroughfares, and the fact that, except Broadway and Fifth and Madison avenues, most of those in populous districts were encumbered every night, and during all the twenty-four hours of Sundays, with standing trucks to the number of more than sixty thousand. The questions arising naturally in every man's mind, Why should these things be? and What has become of the money appropriated to better them? received no answer.

Colonel Waring, fortunate enough to secure at the outset of his endeavors the services of a number of well-educated and well-prepared young men, many of them graduates of technical schools, and all full of enthusiasm for their work, judiciously placed these aids in various positions of responsibility under him. By persistent effort, and by conscientious attention to the minutiæ of his important office, the new Commissioner, little by little, succeeded in putting his Department into its present satisfactory condition. A marked feature of the new *régime* has been the reform in the character of the working force. To bring this about, the men employed were made to feel that their retention depended entirely upon themselves, — that, if they worked and behaved

well, they would be kept; if the reverse, no power or "influence" of politicians or of any one else would enable them to hold their places. This understood, the character of the force was changed as if by magic:



New York Street Cleaning under the Old and the New Regime.

such removals and new appointments as were made were in individual cases, and only after careful examination; and the muster of twenty-five hundred men, working efficiently to-day, is practically that of two

years ago, with only such differences as proper discipline must effect. The matter of costuming the workers in white duck suits and caps, although the subject of satirical comment by the casual critic, is useful for many purposes, — keeps the men more easily under observation, and is even gratifying to many of them, because it identifies them with one of the most popular reforms in recent years; though others are still to be found who resent any uniform as a badge of servitude no American should tolerate. The four hundred and nineteen miles of paved streets on the island, and in the annexed district across the Harlem River, are all swept once a day, three fourths of them twice daily; the streets of considerable traffic, three times a day; and some streets in the tenement-house districts, even five times a day.[1] Regarding the expense to the city of this notable reform, it is of interest to know that the cost of all the work of the Department, including the removal of snow and ice, amounted, for the year 1895, to three cents per week for each member of the population.

The appropriation for 1895 for the Department of Street Cleaning, with an allowance from the Board of Health added, amounted to $2,831,131.96, for the five items of administration, sweeping, carting, final disposition, and rent of premises, scows, &c.; and of that amount there remained at the end of the year an unexpended balance of $126,-152.77. The expenditure in 1895 for removal of snow and ice was $217,829.83. The outlay of this busy Department, all items added, for that year, was in excess of the most expensive of the years preceding; but the service rendered to the public was greater in a much larger percentage of increase, and no expenditure by the municipality in our time has been more cheerfully provided for by the tax-payers. Not the least, perhaps the most considerable, of the blessings for which we must be grateful to Colonel Waring's administration is to be found in the fact that he has demonstrated it to be possible to conduct the affairs of the municipality with which he has been intrusted not only with the best results but by the best methods of an efficient business enterprise. It is to be hoped that such a demonstration will make it possible to maintain the morale and efficiency of the Department under his successors.

In March, 1888, the streets were for some days seriously encumbered by an extraordinary snow-fall, which passed into local tradition under

[1] The gatherings of this industry, being street sweepings, ashes, garbage and refuse, amount to 2,500,000 tons per annum. The force at the command of Commissioner Waring is about 1,400 street sweepers, 700 drivers with horses, and some 200 other men in various capacities, bringing up the total *personnel* of the Department to about 2,500, as already stated.

the name of "The Blizzard." Several casualties resulted, among them the death of Roscoe Conkling, an ultimate consequence of exhaustion incurred by trying to force his way through the snow-drifts in Broadway and in Union Square during the progress of the storm. For a time the wheels of busy life were virtually blocked; and photographs of certain localities taken at the time suggest rather the glaciers of the Alaskan mountains than the familiar thoroughfares of New York.

On April 30th, 1889, the beginning of the centennial celebration of Washington's inauguration as President lent to our streets a splendor of



Washington Arch.

animation rarely seen here. The order of exercises was, in brief, as follows: At sunrise, salutes of artillery were fired, and at 9 o'clock religious services were held in various churches, — one at St. Paul's Chapel, to which we have made reference elsewhere. Beginning at 9.45 o'clock, commemorative speeches were heard upon the steps of the Sub-Treasury,

from President Harrison, Hamilton Fish, and Elbridge T. Gerry, the latter the chairman of the Centennial Committee; Clarence W. Bowen read Whittier's poem, "The Vow of Washington;" the oration was delivered by Chauncey M. Depew; a prayer was offered by the Rev. Dr. Storrs. At 10 o'clock was put in motion the military parade, the largest and most brilliant array of troops seen in New York since war times. The head of the column started from Wall Street and Broadway, to wend its way up-town to Madison Square, where, passing under a triumphal arch of spring flowers, it was reviewed by the President and Cabinet, a host of other civil and diplomatic dignitaries looking on. In the evening there was a dinner at the Metropolitan Opera House, given by the Centennial Committee to the President; and, by the general public, German Singing Societies were heard in an open air concert in Madison Square. From dawn till midnight the streets were alive with throngs of people in gala dress and humor. The air resounded with the clash of joyous military music. Flags took the April breeze with daring color; the dull house fronts and prosaic buildings of commerce were ablaze with bunting; and windows along the line of march everywhere were crowded, many having been sold for the occasion to the highest bidders, — one of them fetching $150 for occupancy during the two parades. The extravagant enthusiasm of English people over the processions at the Queen's Jubilee was surpassed by New Yorkers agog over the Washington Centennial. On May 1st, when a great industrial parade was marshalled in like fashion before the President, the scenes of the preceding day were repeated.[1]

During the evenings following these two days of unceasing excitement the world was out-of-doors, and fire-works witched the eye with bedazzlement. It is safe to say that, at the final close of the proceedings, most weary citizens dropped into bed satisfied to relegate the celebration of even Washington's glory to the distance of another hundred years.

An imperishable monument of this strong and genuine outburst of New York's regard for the greatest of Americans is the Washington Memorial Arch, finished in 1891, designed by Stanford White, and standing on Washington Square facing the lower end of Fifth Avenue.

[1] On April 29th there had been a Centennial Ball at the Metropolitan Opera House, with a quadrille of honor in which Mrs. Gerry, Mrs. Morris, Mrs. Cruger, Mrs. De Peyster, Mrs. Gracie King, Mrs. Van Rensselaer, Miss Schuyler, Miss Livingston, and Mrs. Webb represented, in this pageantry of modern days, some of the names of old New York. During the same week a fine Art Loan Exhibition of historical portraits and relics was on view at the Metropolitan Opera House.

The present permanent structure, built of marble, by popular subscription, to replace a temporary arch made for the celebration and the parade, is a noble addition to the architectural embellishment of the town, symbolizing in its perfect proportions the strength and symmetry of the ideal of our republican government shaped by Washington. It has fitly been called a "poem in stone," and is destined for all time to lift the thoughts of observers into the ethereal regions of pure art.

On February 4th, 1890, the Supreme Court of the United States held its centennial celebration in New York, bringing together a remarkable assemblage of famous jurists and laymen. At the exercises in the Metropolitan Opera House, Chief Justice Melville W. Fuller and Associate Justices Miller, Bradley, Harlan, Gray, Blatchford, Lamar, and Brewer, were present. In the evening, at a banquet at the Lenox Lyceum, more than eight hundred guests were seated. On this occasion James C. Carter of the New York bar was toast-master, and speeches were made by Justice Harlan, Senator Evarts, Joseph H. Choate, Rev. Dr. Wm. R. Huntington, President Seth Low, and others.

In October, 1892, the patriotism of New Yorkers again expressed itself in a mammoth "Columbian" celebration, which lasted for several days. This began with a procession of fifty thousand school-children, including Indians from the schools at Carlisle, Pennsylvania. On the second day, the harbor was the centre of attraction, with a naval parade of all the available war ships of the United States and of foreign nations, attended by numberless other craft. On the 12th of October occurred a military procession in which forty thousand men marched from the Battery to Fifty-ninth Street between sidewalks black with jostling crowds, and house fronts of which every window showed a muster of holiday faces. In the evening Madison Square was illuminated, and hundreds of thousands of watchers patiently kept their places along the line to view a night-parade, with allegorical floats, and figures fantastically garbed, its numbers swelled by five thousand riders of bicycles.

In the spring of 1893 New York was again astir with tumultuous excitement over a naval parade instituted for the entertainment of foreign visitors in war-ships. An international flotilla, gathered at Fortress Monroe, Virginia, and consisting of English, French, German, Dutch, Italian, Russian, Spanish, Argentine, Brazilian, and other men-of-war, sailed thence for the harbor of New York, where they were met and made welcome by an American squadron under Rear Admiral Gherardi,

assembled in their honor. On April 27th, amid the roar of many guns, President Cleveland reviewed this fleet at anchor in the Hudson River.

It was a gray day, lighted by the frequent flashes of powder from salutes, when, in the afternoon, the review began. As the United States Steamer "Dolphin," with the President on board, passed between two long lines of foreign and American battleships, cannon were fired from their decks in swift succession; shrouded with smoke wreaths, the yards were covered with thousands of sailors and marines; and whistles from the observation fleet sounded shrill above the mighty and continuous roll of drums. Of chief interest in the naval array were the little caravels of Spain, reproductions of Columbus' fleet, which, in compliment to America, had been towed across the Atlantic by the Spanish ships of war. At the Grant birthday dinner that evening, at the Waldorf Hotel, speeches were made by the Duke of Veragua, a lineal descendant of Columbus, by General Horace Porter, and by each, in turn, of the foreign admirals, — or by orators selected by several of the more diffident of them to respond to the toasts to their nationalities and commands. Later on, the same evening, occurred the naval ball at the Madison Square Garden, where President Cleveland, the foreign guests, and eight thousand citizens were present.

It was reserved for the 28th of April to present to New York one of the most striking and unique of spectacles, — that of four thousand brawny tars and gallant marines from the foreign war ships, armed men of nine nationalities, parading in peace, but in arms, in military array and under command of their own officers, through the streets of this republican and commercial metropolis. From the reviewing stand with the mayor each admiral saw his blue jackets and soldiers march by him. From Forty-second Street to City Hall a double wall of crowded spectators surveyed the scene, and every window and housetop was alive. That day was followed by a banquet given by the Chamber of Commerce to the city's guests; and the officers of all the ships were afterwards entertained at the University Club.

There have been, from time to time, strikes instituted and conducted in the city of New York by the "Knights of Labor" or other organizations of working-people, to secure larger pay and shorter hours or other amelioration of their relations to employers. The one the general public suffered the most inconvenience from, and felt the most direct interest in, was the great strike at the end of January, 1889, by employees of surface street-car companies. January 29 very few cars were

running, the employees of thirteen companies had quit work by direction of the leaders of their associations, and the car tracks were in places obstructed; more than six thousand men were on strike. Next day more cars were running, with new drivers and conductors who were not members of the associations; but the police were kept busy protecting them and repelling riotous demonstrations, — the companies declining all overtures for compromise or treaty with the strikers, and adding every day to the number of cars in actual but not very satisfactory service, with inexperienced men in charge. In the collisions between the mobs and police, heads were broken and other injuries inflicted; but no considerable amount of property was destroyed, and only one life was lost. February 5, when the disturbances had continued for a week, the leaders called the strike "off," having obtained no concessions, admitting a crushing defeat for the labor organizations, and leaving their men to the mercy of the employers. No part of the National Guard had been ordered out. The police force had proved equal to the occasion, and had handled it with discretion.

In 1892 there was a great strike by the railway employees in the extensive yards at Buffalo, under direction of the "Switchmen's Mutual Aid Association." It began August 3, and continued three weeks; at first only two hundred men were out, but accessions to their number soon made them too strong for the local police, and all traffic through Buffalo was suspended. By the 14th, incendiaries were at work, and during that and the following day great numbers of railway cars, many of them loaded with valuable freights, and large amounts of other railway property belonging to one or another of several different companies, were destroyed. On the 15th, the local civil authorities finding themselves powerless to deal with the situation, troops were by the Governor ordered to the scene. The first of the regiments arrived on the ground on the 16th, under command of General Doyle. On the 18th the entire National Guard of the State was put in motion, and Buffalo soon became a camp of some eight thousand armed men; though, instead of immediately being over-awed by the troops, the numbers of the strikers continued for a time to increase, and it was repeatedly necessary to disperse the mobs at the point of the bayonet. Firing was several times unavoidably resorted to, but only two or three lives were sacrificed. The regiments from the city of New York attracted general attention by the fulness of their ranks, their gallant appearance, cheerful bearing, excellent discipline, and admirable efficiency. Such a demonstration was said to be costing Erie County $50,000 per day, and there was a loud protest by tax-payers against prolonging the uproar and the continued

presence of the soldiery. On the 24th the leaders of the affray called the strike "off," confessing defeat for the switchmen.

In January, 1895, occurred a memorable strike by employees of the trolley street railway lines in Brooklyn, for which the police were soon found inadequate. On the 18th the Second Brigade of the National Guard, made up of Brooklyn regiments, more than two thousand men, was put in motion. On the 20th (Sunday) the First Brigade, from the city of New York, was called out. General Fitzgerald's order was given at 7.30 P. M., and by midnight only one regiment had not reported for service. All were speedily marched to the scene of disturbance. On the 21st, 4,261 men of the First Brigade, out of a total of 4,624 on the rolls, were on duty, — including a nearly full array of the young gallants of Troop A of cavalry. That day there were several firings in the streets of Brooklyn, and many conflicts with the rioters. On the 22d serious fighting occurred at the corner of Halsey Street and Broadway, where the Seventh Regiment was repeatedly engaged, and, exasperated by the showers of stones and bricks from the roofs, delivered three volleys at the mob. At 11 o'clock that night Colonel Appleton, at the head of Company K, made a determined charge, and a number of the crowd were wounded with the bayonet. Again at midnight there was another charge. On the two days next following, like demonstrations were necessary. On the 25th the strike was on the wane. Much property had been destroyed; among the strikers some lives had been lost, and wounds were many. The casualties to the troops were few, except that there was much suffering from the cold and inclement weather. The strikers had failed of success; the railway companies had yielded nothing. On the 28th the commotion had ended, and the First Brigade was ordered home, with great praise from all observers of their excellent conduct throughout.

In 1880 was opened the West Shore Railway, which, following the west bank of the Hudson River nearly as far as Albany, extends to Buffalo, and has gone into the control of the New York Central and Hudson River Railroad Company.

In 1886 the Rapid Transit Company of Staten Island made that beautiful suburb of New York more easily accessible by boat to New Brighton and trains connecting Arrochar and Bowmans.

Throughout the annexed district, north of the city, trolley-cars and elevated trains flash incessantly. Since 1891 the Suburban Rapid Transit Company, crossing at the northern end of Second Avenue, carries passengers swiftly and comfortably far beyond the Harlem River. Street-

car lines also intersect this now much settled region, which even the impedimenta of building materials and machinery encumbering the thoroughfares have not been able to divest of its old attraction. In the neighborhood of Port Morris the deserted mansion of Morrisania, rebuilt by Gouverneur Morris in 1799 and until recently occupied by his grandchildren, now rears its solitary tower above verandas overgrown with unpruned roses and honeysuckle. The old elms that shaded its lawn remain; but the lawn itself is cut in two on the water front facing Randall's Island by the long black railway bridges, over which speed noisy trains belching smoke and cinders, to and from the station of the New York, New Haven and Hartford Railroad at Mott Haven. This ancient dwelling, that in the days following the Revolution gave hospitality to so many foreign visitors of distinction, and to Americans who helped in the shaping of the nation, has shared the fate of other landmarks of its kind, and is overtaken by the encroachment of a growing city which the barrier of a river could not keep in check.

Cable-cars, at first disapproved of by New Yorkers upon their introduction in Broadway in 1894, and afterwards in Third Avenue, are now found to be an indispensable addition to the city's comfort. Looking up Broadway the curious spectacle is presented of an apparently continuous line of roofs of cars occupying the centre of the thoroughfare, — so close together do they run to supply the needs of traffic. A branch line of the cable-cars, diverging from Broadway at Twenty-third Street to run along Lexington Avenue to the upper part of the island, has proved a boon to thousands of passengers otherwise unprovided for, and has come to be accepted as a necessary outgrowth of the development of New York, despite the continuous roar of the as yet imperfect machinery. A new line of horse-cars, running along Thirty-fourth Street from river to river, has just passed through the ordeal of bitter opposition encountered by all such enterprises from householders disturbed by its advent; and, like all such additions to our facilities for travel in the streets, is found a thing of necessity. But when the most is said for the various modes of conveyance for the public in the streets of New York to-day, the trains of the elevated roads are still overcrowded, the cable-cars are jammed, the horse-cars jog along packed with people inside and out; and the shabby old omnibuses that survive in Fifth Avenue only, — and are not an example of "survival of the fittest." — to be a blot upon the moving traffic of the street, are at times filled to repletion with crumpled people. We have not yet reached the period when the able-bodied citizen who, not commanding the services of a carriage of his own, and being economically inclined, designs to get from point to point of his city, and

objects to be jostled by his fellows huddled together like pigs on their way by rail to market, can do better than make the journey afoot. The high rates charged for public cabs and carriages are a virtual prohibition upon their use for most people; the well equipped hansoms, attractive in appearance, now multiplied in Fifth Avenue and about the uptown parks, are still too dear for the conveyance of persons of moderate means; and even those two-wheeled vehicles, unless furnished with rubber tires,



Vanderbilt Dwellings and Fifth Avenue Stage.

afford, on our roughly paved thoroughfares, not the most restful experience for weary and nervous humanity.

Few aspects of surface improvement in New York of late years present a more picturesque and gratifying result than the work accomplished by the Department of Public Parks. The total area over which the jurisdiction of this department extended in 1881 was 1,194 acres. In 1896 it covers almost five times as much space. Of the parks added to the city in this time, we have Jeannette Park, so called in honor of the heroic sufferers of the ship of that name in the storied Arctic expedition. This occupies the site of old Coenties Slip, and comprises nearly an acre. Rutgers Park, formerly Rutgers Slip, is another water-

side garden, redeemed from the squalor of down-town, and about half an acre in extent. At Mulberry Bend, near the region historic in crime and degradation once known as the Five Points of New York, an expanse of grass and shrubs and sunlight will soon supplant rookeries of tenement-houses already torn down to give it place; around it are gathered chapels, mission-schools, manufactories, and the homes of decent working folk, who will enjoy with their children the privileges of its precincts. At Corlear's Hook, with a water front on the East River, south of Grand Street, 8 acres have been taken over for park purposes. The East River Park at Eighty-fourth Street has been enlarged by the addition of more than 8 acres. About 20 acres have been condemned for a park along that river, between One Hundred and Eleventh and One Hundred and Fourteenth streets; still on the east side, another but smaller park has been established in a crowded locality between Pitt and Sheriff streets on Stanton; and yet another is located on Hester and Norfolk streets to give new life to a like region of squalor and misery; a small park of the same intention is about to change the character of much such a neighborhood on the west side of the town, between Twenty-seventh and Twenty-eighth streets, Ninth and Tenth avenues; and at Seventy-second Street and the Boulevard a little wedged-shaped bit of green-sward lends its cheerful note to the surroundings of macadam and brick and mortar. Washington Bridge Park, of 20 acres, will be a fitting setting for the beautiful structure that gives it a name.

Of the New Parks acquired by the city in 1888, the possession is one upon which not only the lover of *rus in urbe*, but every intelligent citizen, must heartily congratulate himself. They are of inestimable value to the appearance and health of the annexed district; and when, one day, the pleasure-seeker of the future shall speed on his wheel or in his electric carriage along the miles of perfect driveway that connect them, he will lift up his voice in praise of the wisdom and foresight that placed these covetable suburbs at his disposal.

Van Cortlandt Park, where 120 acres have been set aside as a parade ground for military exercise, covers 1,132 acres in all, of which, from most of the drives, all the visible area seems forest-clad. It is full of nooks of sylvan beauty, and still enshrines the Van Cortlandt dwelling-house, an interesting relic of old aristocratic New York.[1]

[1] This house was built in 1748 by Frederick Van Cortlandt, the great-great-grandfather of its last owner, Augustus Van Cortlandt. The property was bought, in about 1690, by Frederick's father, Jacobus, from his father-in-law, Frederick Philipse, Lord of the Manor of Philipseburg, now Yonkers. The country all about the house having been debatable ground during the Revolution, the generals on both sides, including Washington and the French generals, were there at different times. An interesting fact in connection with the house is

Bronx Park, taking its name from the little river whose course for many a mile is shaded by trees of the virgin forest, has 662 acres. Pelham Bay Park, beautifully situated, abundantly wooded, its shores laved by the sparkling waters of the Sound, and still adorned with picturesque villas, many of them abandoned by their former owners who found themselves called upon to surrender their dwellings for civic necessity, contains 1,756 acres. A point of special attraction to this vicinity is found in the building and grounds of the Country Club, within and near whose trimly kept enclosure a number of wealthy and fashionable New Yorkers have elected to make their homes for all the year round, in villas and cottages built and equipped with all the taste of modern art and all the nicety of modern fittings. The club-house, a centre of reunion for these and remoter neighbors, as well as for members who live in New York, is charmingly designed and placed. Winter and summer sees it frequented by parties arriving by coach or drag or train. With golf-links, tennis-courts, and other opportunities for the sports men and women share in, its maintenance is a good illustration of the increased habit of country life among the classes of our community to-day.

Crotona, having 141½ acres; Claremont, 38 acres; St. Mary's, 12 acres, — are smaller parks north of the Harlem River. Bronx and Pelham Parkway; a strip 600 feet wide, connecting the two parks most easterly and containing 95 acres; Mosholu Parkway, connecting Bronx and Van Cortlandt Parks and covering 80 acres; and Crotona Parkway, connecting Crotona and Bronx Parks and covering 12 acres, — are destined, at some future day, to be broad, magnificent avenues, linking together the localities indicated by one continuous chain of perfect roadways and walks.

In 1880 the Riverside Drive was completed. This superb addition extending for nearly three miles along the east bank of the Hudson River, beginning at Seventy-second Street, and commanding views of the river below and the Palisades beyond, is a conspicuous ornament of New York; and the Riverside Park will be more attractive when the recently authorized widening shall have been made, by filling in the land under water to provide a broad stretch of greenery between the railroad

that William IV. of England was a visitor in his early youth, when serving as a midshipman under Admiral Sir Robert Digby, who was an admirer of one of the Miss Van Cortlandts of that day, and used to bring the young midshipman with him occasionally. Two wooden eagles presented to their ancestor by Admiral Digby, who had captured them from a Spanish privateer, are still in possession of the Van Cortlandt family. By vote of the Park Commissioners the care of this mansion has been given to the Colonial Dames of New York, who are to preserve the rooms in, as far as possible, the original condition, — using some of them as a museum for Colonial relics.



The Dome of the World Building.
The City Hall.
The Tribune Building.
The American Tract Society Building.
The Times Building.

VIEW IN CITY HALL PARK.

tracks and the river. Farther north, beginning at One Hundred and Seventy-first Street and extending to One Hundred and Eighty-fourth, another and beautiful section of the river front has been appropriated for Fort Washington Park, to include about 40 acres of hillsides admirably adapted to park uses and already well supplied with a growth of large trees. On the more elevated stretches, in the middle space between the Hudson and the Harlem, title has but now been acquired for St. Nicholas Park, between One Hundred and Thirtieth and One Hundred and Forty-first streets, of an area of 30 acres; and for Colonial Park, nearly half as large, between One Hundred and Forty-fifth and One



The Mall, Central Park.

Hundred and Fifty-fifth streets, east of Bradhurst Avenue. In 1894 work, now nearly finished, was begun upon the Harlem River Driveway, 150 feet wide, running along the water's edge from One Hundred and Fifty-fifth Street to Fort George. Morningside Park is a beautiful area of high commanding ground north of One Hundred and Tenth Street; near it are to arise, for the glory of the city in all time, the new Cathedral of St. John the Divine, the new buildings of Columbia University, Barnard College, and the new St. Luke's Hospital.

Of the minor improvements and additions to Central Park, continually going on, the sum is considerable; and New York's chief pleasure-

ground is to-day, in its perfected beauty of driveways, lawns, and bosky woodlands, shrubbery, flowers, and gleaming bits of water, more finished to the eye than the celebrated public parks of any European capital. Great trees it may never possess, owing to the thin soil and abundant rock near the surface; but even now there are pleasing illusions to be had of sylvan solitudes that shut out the encompassing brick and stone and marble of the streets and avenues on either side, and every year adds perceptibly to the umbrageous effects without which no sense of rural joy is possible in a landscape.

Costly additions to the Metropolitan Museum of Art, and to the Museum of Natural History, have been made from time to time, and are still in progress.

The most important single incident of the decoration of Central Park was the erection with appropriate ceremonial, on a knoll facing the Metropolitan Museum of Art, of the Egyptian monolith commonly called "Cleopatra's Needle," sixty-nine feet high and weighing two hundred and twenty tons, made of the rose-red granite of Nubia, and presented to the city through the Department of State at Washington, by Ismail Pacha, the late Khedive. The history of the obelisk is epitomized in the inscription upon the medals struck to signalize the occasion and then awarded to the best one hundred of the scholars of the public schools: "Presented to the United States by Ismail Pacha, Khedive of Egypt, 1881; quarried at Syrene, and erected at Heliopolis by Thotmes III.; re-erected at Alexandria, under Augustus; removed to New York through the liberality of W. H. Vanderbilt, by the skill of Lieut.-Commander Gorringe, U. S. N."

The official presentation of this splendid relic from the cradle of old-world civilization took place on February 22, 1881, when the monolith was unveiled in the presence of a large gathering of enthusiastic people. John Taylor Johnston presided; there was prayer by the Rev. Dr. Howard Crosby; a hymn written by Richard Watson Gilder was sung; and an address, offering Egypt's gift to the New World, and made by Senator Wm. M. Evarts, was responded to on the part of the city by Mayor Grace. Mr. Vanderbilt was unfortunately absent because of an illness. Algernon Sydney Sullivan presented, in behalf of the Numismatic and Archæological Society, to Lieutenant-Commander Gorringe, a silver medal commemorative of his achievement.

At Battery Park, in what was formerly the emigrant's landing-place upon his arrival on the shores of America, the Park Department has now in process of completion a valuable and interesting aquarium, at an outlay of between $200,000 and $300,000 already expended, which, when finished, will rival the famous Aquarium at Brighton in England.

In the summer of 1895, under authority of an act of the Legislature, the Commissioners of Public Parks set aside and appropriated for the uses of a Botanical Garden, 250 acres near Williamsbridge, embracing the most lovely portion of Bronx Park, and extending to and across the Bronx River. Although many years must necessarily elapse before this enterprise can be considered complete, to have it undertaken under such auspices is a step to be heartily applauded by New Yorkers.[1]



Brooklyn Bridge, crossing the East River.

The 24th of May, 1883, saw the completion, and the formal opening to general use and traffic, of one of the noblest achievements in all the world of engineering skill, — an enterprise begun fourteen years before, — the great work of the suspension bridge over the East River, connecting Brooklyn with New York. Upon this occasion a cortège — including the President of the United States and Secretaries Folger and Frelinghuysen, with Mayor Edson of New York, and accompanied by Governor Grover Cleveland and Lieutenant-Governor Hill — went on

[1] It is estimated that the cost to the city of the land for the new parks acquired in 1888 has been $9,969,603.04; and in this connection it is interesting that the original cost of the Central Park (now, according to Mayor Gilroy's estimate, to be valued as mere real estate at $200,000,000) was only $5,000,000. In 1856 the valuation for taxation of the 12th, 19th, and 22d wards, where Central Park lies, was $21,875,230; in 1894 the valuation for taxation of the same area was $660,968,516.

foot across the beautiful structure that hangs, like a spider's thread for lightness, across the river, high enough to permit the passage beneath of the loftiest masts of ships. These dignitaries were met at the New York tower by Acting-President Kingsley of the Bridge Trustees, and by General Jourdan with his staff; conducted thence to the entrance of the Brooklyn tower, they were there received by Mayor Seth Low of Brooklyn. A full holiday on that side, with parades of the military and a half-holiday in New York, gave opportunity and inclination for public expression of satisfaction in an event generally esteemed the precursor of an ultimate union of the two cities under one municipal organization. Speeches of presentation and acceptance, of felicitation and good fellowship, were exchanged between all the officials; a reception to the President, with a dinner and fireworks, followed in the evening; and a great day thus closed, pleasurable to all concerned.

The largest scheme of engineering enterprise and genius New York is likely to see attempted during the next decade, is, now that questions as to powers and rights have been adjudicated in the Su-



Proposed North River Bridge at Twenty-Second Street.
(From Engineer's Drawing.)

preme Court of the United States, apparently assured of accomplishment, — the North River Bridge, projected to cross the Hudson River from Twelfth and Bloomfield streets in Hoboken, above the houses and at right angles to and over the river to Tenth Avenue and Twenty-second Street in New York. Railway trains crossing it are to land passengers within a few hundred feet of Madison Square. The approach in New York will be connected on a level with the Sixth Avenue Elevated Railroad at Twenty-second Street, and thence rise as it nears the river. Connections in New York will also be made with the New York Central and Hudson River Railroad at Thirtieth Street and Ninth Avenue, and through it with the railway system of New England. Connections in New Jersey will bring it into relation with the entire railroad system of the remainder of the continent to the westward. The, at first sight insurmountable, obstacle to any bridge in this quarter was the long supposed necessity for piers in the river, requiring three hundred feet or more of foundation, and not only prohibitive in cost but creating an insufferable impediment to navigation. The bridge, as now designed, will be built by a corporation under an Act of Congress, supplemented by State legislation; it has been designed with great boldness, but has received deliberate sanction of engineers of the greatest repute, and is possible because of recent improvements in the subservient arts. It will be of a single span of nearly or quite thirty-two hundred feet in length, with two decks and a capacity for fourteen railway tracks, in addition to promenades. It is expected to afford accommodation for local electric cars; for suburban trains to enable residents of the hill-country of New Jersey to cross to New York for theatre or opera, for example, and to return the same evening without inconvenience; for freight-trains, and for express trains for general travel. This gigantic structure, one thousand to thirteen hundred feet longer than the present Brooklyn Bridge, is not to be, like that, a suspension bridge. The plan is for something of the nature of a braced arch; but, instead of being erect and in compression, the arch is to be inverted or suspended from the towers, and in tension. It will be swung, of course, high above the shipping in the river below; and no pier will obstruct any of the uses of the water. There will be no restrictions as to the working speed over the bridge; all traffic may be as rapid as over an ordinary solid road-bed. The architectural features will make it as attractive to the eye as the Brooklyn Bridge; and the importance of this addition to the facilities of life in New York is not to be measured by the scant space devoted to it here in these few brief sentences.

Another scheme is for a bridge of a somewhat different kind, authorized by an Act of Congress to cross the Hudson River from at or near the westerly end of West Sixty-fifth Street; and the engineer's plans for that enterprise, also, have recently received official approval.

Actual construction of a bridge for railways and for general traffic is now about to be commenced by a company under a charter granted by the State, at or near East Sixty-fifth Street and Lexington Avenue in New York, to be extended across Blackwell's Island and the East River to Brooklyn, as an outlet to neighboring territory and to the system of railways on Long Island. After years of litigation, the Court of Appeals has recently finally affirmed the authority for that enterprise; and, as capital has been already enlisted, there should be no further considerable delay in completion of the structure.

To relieve the embarrassing congestion already experienced, at certain hours every day when the crowds are greatest, in travel on the present Brooklyn Bridge, and to be built and, like the one now in use, to be controlled, by the two (then probably united) municipalities, a second public bridge has been authorized, and is to be very soon realized, between New York and Brooklyn, from Corlear's Hook at right angles to the East River. The engineers are now engaged in the preliminary work of preparation for the foundations.

In 1882 the shafts on the New York side of the projected tunnel to run under the Hudson River, and to debouch in or near Washington Square, were begun; but this work is still among the mysteries of Mother Earth; the public is afforded no information with regard to it.

Crossing the Harlem River from One Hundred and Eighty-first Street and Manhattan Avenue to Aqueduct Avenue, the most beautiful link of our island with the mainland is Washington Bridge, completed in 1889. The lovely curves of the central spans rising a hundred and thirty-five feet above high-water mark of the silver shining stream, the substantial effect of the granite abutments and parapets, and its total length of 2,384 feet, make of this structure a sight imposing and memorable to him who looks upon it, — a notable work of art.

High Bridge, a short distance below Washington Bridge and carrying the old Croton Aqueduct, has long been a conspicuous and striking object in the landscape at this point. And instead of McCombs Dam Bridge, the ancient wooden structure, always out of repair, over which New Yorkers of the last generation rattled in their carriages on the way to Jerome Park races, is soon to be seen a new bridge over the Harlem, so stately and magnificent that few of its kind will venture to assert a

claim for notice in competition with it. In furtherance of this public improvement, the viaduct over One Hundred and Fifty-fifth Street from St. Nicholas Place was opened in 1894 by the Department of Public Works.

A new and improved drawbridge for the New York Central and Hudson River Railroad Company, and to provide for all the traffic of the Grand Central Station at Forty-second Street, is now nearly completed across the Harlem River at One Hundred and Thirty-fourth Street and Park Avenue, at an elevation of twenty-four feet above the high water of spring tides. Of the other bridges across the Harlem, that at One Hundred and Thirtieth Street and Third Avenue has



Washington Bridge, Harlem River.

longest been familiar to visitors to and dwellers in the Annexed District and Westchester County, but is soon to give place to a new structure elevated to the level of the one just mentioned, to facilitate the uses of the water by river craft. The Suburban Rapid Transit Railway, now a part of the general system of the Manhattan Elevated Railway Company, and the Harlem River Branch of the New York, New Haven and Hartford Railroad, share the use of the excellent and high drawbridge extending from the northern end of Second Avenue.

In January, 1895, a drawbridge was opened by the Department of Public Works over the Harlem Ship Canal at the junction of Spuyten

Duyvel Creek and Harlem River at Kingsbridge Road. This Canal has been made, and is still in process of deepening, by the United States government, to meet the demands of commerce between the Hudson River and Long Island Sound. Where what was once called Spuyten Duyvel Creek enters the Hudson River, the old and now out of date drawbridge, built upon piles and just above the level of high water, is still in use by the New York Central and Hudson River Railroad; but such an impediment will not long be tolerated by the commerce the canal is intended for.

Perhaps most of all to a home-returning traveller on the deck of a ship that has just crossed the Atlantic — but in some degree to anybody and everybody, by day or by night, and in every aspect — the harbor of New York is beautiful. The forts that guard the approaches, and well to the north of the formidable works at Sandy Hook, are Wadsworth on the Staten Island shore of the Narrows, Tompkins above it, and Hamilton and LaFayette on the opposite line of Long Island. On Governor's Island, the headquarters of the Military Department of the East, is Fort Columbus; while on a projection of land near the Battery the round pile of Castle Williams comes into view. Willet's Point and Fort Schuyler dominate the East River.

At the Lower Quarantine Station, below the Narrows, a floating hospital is maintained for the retention of immigrants dangerous to the health of the community; and at the main Quarantine Station, on Staten Island, are in evidence the health officers who have so effectually and faithfully kept from the homes of New York the scourges of cholera, yellow fever, and typhus fever, several times of recent years threatened to be brought in by shipping.

With these protections, military and sanitary, and the new system of mortar defences at Sandy Hook, the approaches to New York seem to be thoroughly guarded from any danger now likely to assail us; and between them yearly sails a vast fleet of steamers and other vessels carrying from New York travellers, specie, grain, breadstuffs, oil, iron, cattle, and everything else the world beyond demands from our continent, or bringing to us visitors and immigrants in large numbers, with merchandise of every variety from all quarters of the globe.

In July, 1880, the last remains of Diamond Reef, situated between Governor's Island and the Battery, were successfully removed, after eleven years spent in patiently drilling and blasting four acres of dangerous subaqueous rock.

On the 10th of October, 1885, Flood Rock, the last of the obstructive

rocky ledges in Hell Gate, in the East River, near Astoria, that since the earliest days of New York have been the dread of navigators forced to plunge into the swirling and treacherous currents around them, was finally cleared away. This event, widely advertised to occur, was anticipated by many citizens with apprehension of danger to the foundations of their homes; and preparations were made for it, not a few families on the east side of the town leaving their houses and resorting to the streets or open squares until the explosion should occur and the worst be realized. All, however, passed without an appreciable tremor in the soil of Manhattan Island south of Central Park; and, under the direc-



Bartholdi's Statue of Liberty, Bedloe's Island.

tion of General John Newton, the engineer of the United States in charge, nine and a half acres of rock were safely and totally demolished, — the agencies used for the purpose being 280,000 pounds of dynamite and rack-a-rock cartridges, in great chambers hollowed in the solid reef, with only a thin roof left overhead to be by the explosion dropped into the excavation.

August 5, 1884, was laid upon Bedloe's Island, until then a military post, half a mile to the westward of the Battery in the upper bay, the corner-stone of a pedestal designed by Richard M. Hunt, our great architect, for the colossal copper statue of Liberty Enlightening the World.

This work of the French sculptor Bartholdi, presented to America at a cost of $200,000 furnished by popular subscription in France, was afterwards placed upon Hunt's appropriate pedestal, provided for it by subscriptions and by other efforts of our patriotic citizens, — a large share of the success of the enterprise being due to the *New York World*. The completion of the work was celebrated here October 28, 1886, by a brilliant parade of troops, including regulars and regiments of the National Guard and an array of the Fire Department, reviewed in Madison Square by the President of the United States, with members of his Cabinet and of the diplomatic corps, the Governor of New York and his staff, M. Bartholdi himself, M. Ferdinand de Lesseps, Admiral James of the French Navy, General Pelissier and General Sheridan, surrounded by an encompassing assemblage of other distinguished people. The ceremonial of the actual unveiling of the statue was somewhat impaired by a fog. Upon that occasion Rev. Dr. Richard S. Storrs made the prayer opening the exercises, Count F. de Lesseps made an excellent speech in his native language, and the oration of formal presentation was delivered by Senator Evarts; after which the ropes controlling the canvas over the colossus were loosened by M. Bartholdi, David H. King, constructor of the pedestal, and Richard Butler, the Secretary of the American Committee. The imposing figure of the statue was exposed to such view as the fog allowed, amid the boom of cannon from men-of-war, cheers of the multitude, and the clash of military bands. President Cleveland accepted the gift of France in a felicitous speech, and there were remarks from the Minister of France to America to prelude the spirited Commemorative Address, made by Chauncey M. Depew. A benediction from Bishop Potter brought the proceedings to a close. October 29th a reception was given at the Chamber of Commerce to our French visitors. The occasion was further commemorated by poems written by Whittier and Stedman, and by an ode by Emma Lazarus, first read in public by F. Hopkinson Smith at the opening of an Art Loan Exhibition in New York, in aid of the Pedestal Fund, some months before the unveiling.

This statue, at present adorning the entrance to the inner harbor of New York, is much larger than was the Colossus of Rhodes; the figure is one hundred and sixty-two feet in height, and from the top of the pedestal the head-dress reaches an elevation of three hundred and twenty-six feet. The pedestal is a rectangular shaft placed in the parade of the star-shaped granite fortification known as Fort Wood. The weight of the entire structure is forty-eight thousand tons. The work of constructing the pedestal was done under the supervision of Gen. C. P. Stone,

engineer-in-chief. The tiara upon the head, and the torch carried aloft as a beacon in the right hand, are illuminated by electricity.

Because it admirably embodies the spirit of the statue, we append the sonnet written by Emma Lazarus.

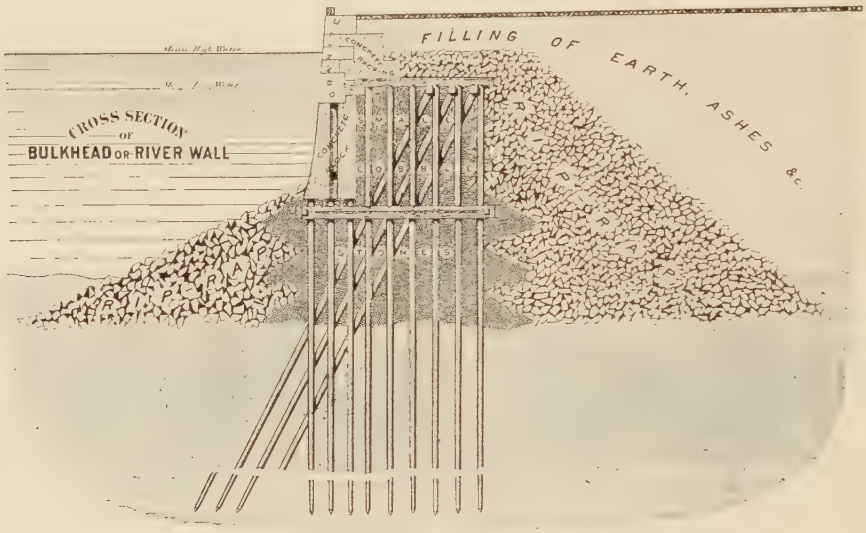
THE NEW COLOSSUS.

Not like the brazen giant of Greek fame,
With conquering limbs astride from land to land,
Here at our sea-washed sunset gates shall stand
A mighty woman with a torch, whose flame
Is the imprisoned lightning, and her name
Mother of Exiles. From her beacon hand
Glows world-wide welcome; her mild eyes command
The air-bridged harbor that twin-cities frame.

"Keep, ancient lands, your storied pomp!" cries she
With silent lips. "Give me your tired, your poor,
Your huddled masses, yearning to breathe free;
The wretched refuse of your teeming shore, —
Send these, the homeless, tempest-tost, to me.
I lift my lamp beside the golden door!"

The piers and docks on the East River are the special resort of sailing vessels, though steamers also are frequently to be seen there; they have many warehouses near by, and enjoy such convenience of access to ports on Long Island Sound as makes them of great value always. By using the Harlem River as a highway for traffic between the Sound and the localities on the North River above Spuyten Duyvil, twenty-five miles of crowded navigation around the Battery are saved, and the perils of disturbing tides and currents there are escaped; the Harlem itself, however, with all of its actual and possible advantages for many and great uses, has a narrow channel, and is already spanned by so many drawbridges as not to be available for larger craft. Of the water front of New York the most important portion is to be found on the North River, where, with a width of more than three thousand feet between pier-head lines, with a current less rapid and more regular than in the East River, with abundant depth, a straight course, and an unobstructed connection with the Lower Bay, ample room and opportunity are afforded for vessels of every class and size. Foreign commerce is now chiefly conducted with steamships controlled and navigated by great corporations or other associated capitalists, who have severally great fleets, with regular and frequent days for sailing. The prosperity of New York

depends, first of all, upon foreign commerce; and to provide the best possible facilities for ocean steamers is the leading idea in the new system of docks. Methods of construction have been necessarily determined by the physical conditions. At the Battery, rock is found at about fifty feet below mean high water, but along a considerable part of the line to Fifty-ninth Street it is as much as two hundred feet deep at the pier-heads. Over that rock is a great mud deposit, having, practically, no carrying capacity, and so yielding as to allow any weight resting upon it to sink. The wharves and piers to be there constructed were necessarily to be adapted, therefore, to what has been called "mud flotation;" the problem was not only unusual, but of great difficulty;



Bulk Head Plan of Construction.
(From the Engineer's Drawings.)

and the solution proposed, and thus far carried out with great success, by George S. Greene, Jr., who since 1875 has been the engineer-in-chief, acting under the commissioners governing the Department of Docks, has received the highest commendation of the most competent critics. His work, by the use of piles with a filling of stones between, surrounded by rip-raps, and carrying platforms of heavy timbers which support large concrete blocks that serve as foundations for the masonry on which rest the structures above the water level, has been pronounced by engineers of the first rank to be not only entirely satisfactory in results, but remarkable for originality. There is said to be no known better form of construc-

tion, which promises sufficient permanence of fitness for the purposes it may be required to meet to justify a resort to it with larger cost; and not the least of the merits of the method now employed by the Dock Department is found in the fact that, for the rapid increase in length of the ocean steamers of these latter days, it allows, without unreasonable cost, for an extension of piers which easily accommodate the longest ships now afloat. These structures are among the most notable of the public improvements that characterize our time. There is a length of several miles from the Battery northward specially adapted to piers for great ocean-going craft; not all of it belongs to the city as yet, but less than fifteen per cent of that space is now required for the special uses it seems particularly intended for; and means can readily be found to divert to other localities the occupants of much of the remainder, — so that we have every probability of provision in the future for an enlarged demand for accommodation of the traffic on which New York, as a competitor with other Atlantic ports for the world's commerce, is based.

The docks and piers of all great maritime cities are interesting to the observer; those of New York, though lacking in some of the solidity and striking effect upon the eye elsewhere to be found, are supremely endowed with the characteristics of animation, variety, and color conferred by the types of many nations continually in motion upon them. The United States Bureau of Immigration, now occupying quarters at Ellis Island, a little way from the shore of the Battery, receives all intending citizens of the New World who come in the steerage into New York Harbor, carefully inspects them, provides for the ailing or distressed, and establishes communication with their friends, but passes them only when assured they meet the provisions of the law excluding convicts, paupers, lunatics, idiots, those suffering from loathsome diseases or likely to come upon the public for their charge, also polygamists and contract laborers.

During the ten years from 1880 to 1890 inclusive, the total number of immigrants arrived in the United States, not including arrivals from Mexico and the British American Possessions, was 5,246,613, or about one-third of the total immigration into this country for the seven decades since 1820. During the twelve years from 1881 to 1892 inclusive, the total immigration to the United States was 6,430,016, or 38.71 per cent of the total immigration for the seventy-two years from 1821 to 1892, which was 16,611,060. The year of the largest immigration was 1882, when the number of arrivals reached 788,992. In the calendar year 1895, 229,370 alien immigrants arrived at the port of New York. One of

the noticeable characteristics of the westward tide of late years has been the increasing number of comers from Southeastern Europe and from the Mediterranean region of Asia; an interesting addition of that kind to our population is a colony of Armenians, some hundreds of whom are established in and near Greenwich Street, where they have a church and clergy of their own; the newly arrived may frequently be seen on the streets in Oriental costume; the leaders among them are merchants importing and dealing in fabrics of the East, familiar with a remarkable assortment of



Immigrants Landing.

languages, but using Arabic chiefly in their contracts and correspondence with each other.

Among the leading nationalities of Europe, Germany has led numerically in the aggregate of arriving immigrants: followed, in the order here given, by Ireland, England, Norway and Sweden, Italy, Russia and Poland, Austria-Hungary, Scotland, China, Switzerland, Denmark, and "all other countries." In late years, with Germany still at the head, the order of the list has shifted to Russia, Italy, Sweden and Norway, and

Ireland. A large proportion of the entire immigration is made up of unskilled laborers, and a larger proportion consists of those having "no definite occupation." The professional class claims a very inconsiderable share of these numbers. The largest amount of money brought into the country, in thrifty provision for their new life, has been by immigrants from France, — Switzerland, Wales, and Germany following in the order given; those from Hungary, Italy, or Poland have brought the lowest average amount. Russians have revealed the widest variations in financial conditions. Some of these have been Hebrews once prosperous in affairs; driven from home by persecution, after converting their property and estates into such money as they could be sold for, several among them have brought as much as $25,000 each; but the vast majority sailed to America on tickets furnished by the Baron de Hirsch Fund, and with only such small sums in pocket as that fund supplied to them. The exodus of these unfortunate Jews to the United States greatly increased in 1895; but the stream of their immigration is now turning toward the late Baron de Hirsch's colony in Argentina, South America. It is complained in California that the Chinese spend in the country little or nothing of their wages. By Italian bankers in New York as much as $25,000,000 to $30,000,000 in an average year is sent back to Italy, of money earned here by rarely overpaid Italian laborers and remitted to their friends at home. A like drain upon us is established by the influx of natives of the Dominion Provinces and Newfoundland; of these "birds of passage" as many as 100,000 persons come into the United States annually in search of work, and 50 per cent of them return as regularly to their homes when the open season has ended, carrying for expenditure there the savings of their gains from our soil. It is interesting to note that of this mass of alien people who swarm at our landing-place for immigrants in New York, those most desired by employers throughout the country are British, German, Swiss, and Scandanavians, who soon become thrifty citizens; the Poles, Huns, and the Latin races are not commonly offered as high wages, and are not in demand except for special occupations, or in some of our Southern States where climate is in their favor. But wherever the immigrants may be desired, it is certain that those from the cities of the old world prefer to remain in New York, which the rapacious among them justly regard as the best field for money-gathering at the expense of hapless citizens. Among domestic servants this class is particularly in evidence, with a result disastrous to the peace of many homes, and gravely threatening to the future conduct of household life in our metropolis.

Viewed, however, from the standpoint of one who observes the pic-

turesque, when the newly arrived immigrants are landed upon the lower skirts of our city, the medley of color, the babble of various tongues, the admixture of races, can be equalled nowhere in the world. They come from Europe, Asia, South America, the West Indies, Africa, islands of the Atlantic and Pacific, many in their native garb, often carrying up Broadway queer outlandish luggage which tells a story of squalor in haunts of a life far away and otherwise unknown to us. One may see there bands of Russian Jews hairy and haggard, clothed in archaic garments of woollen stuffs once white, blending with a troop of light-hearted Portuguese from the Azores, beribboned, wearing pointed hats, carrying guitars and cages of canary birds, followed by an uncouth procession of sturdy folk from Iceland, clad in sheep-skins much the worse for wear; and in a little while these melt away to be succeeded by others, who in turn are absorbed into the vast population distributed on the great bosom of our broad and fruitful land, that has room and maintenance and opportunity to spare for all.

Of this great throng, those who remain in the city of New York are not of one mind as to becoming American citizens; there are here to-day as many as fifty thousand adult male inhabitants, of foreign birth but entitled to be naturalized upon application, who have never renounced their allegiance of birth to assume the character and privileges of citizenship. But the fact that native Americans, born of parents each of whom was also a native, are in the minority not only of citizens entitled to vote but of those who actually do vote at any of our elections, shows what a rendezvous this is for the nations of the world, and reveals the necessity for the vast expenditures we shall have occasion presently to refer to, of public moneys raised by taxation every year to support and extend our common-school system. To maintain and develop our republican institutions, based upon the wide foundation of universal suffrage, the first requisite and guaranty is education of the masses to equip them for an intelligent exercise of the franchise which selects the representatives and determines the policies of a great democracy. It is in our common schools that the immigrants of tender age, and the children of those who have already attained to years of maturity when they arrive, are fitted for the duties and responsibilities of participation in affairs of government dependent upon the free ballot of all; and upon the equal opportunity here afforded for comfort and prosperity insured by the sufficient rewards of industry bestowed with intelligence we must rely for escape from the terrors elsewhere attendant upon what has been aptly called a "cultured proletariat."

The proposed renovation or rebuilding of piers, the promise of roof-

gardens on top of some of them, the Aquarium at the Battery already so nearly complete, and the additional parks to be provided along the rivers, inspire the hope that what is now lacking in external finish of our water front will be supplied in the near future.

The passenger traffic of our mercantile marine, for others than the hordes of immigrants we have been speaking of, increases enormously. The "first-class" accommodation of the Atlantic liners, great and small, knows no diminution of patronage, is more in demand in each succeed-



Proposed New Piers and Arriving Steamers.

ing year. Belonging to the thirty companies in active operation, there are between eighty and ninety steamships now on the ocean ferry in constant service. So even is their general average of time made and speed sustained, of comfort, of care for passengers, that the winter voyage is no longer dreaded by timid travellers, and in many cases is selected by those experienced at sea. To Americans whose business or pleasure calls them abroad it is no uncommon thing to make the crossing several times in the year; and among families it is now a common method of seeking a summer holiday to "go to Europe." The new arrangements of the "North German Lloyd" and "Hamburg American"

companies, for regular steamers sailing direct between New York and Mediterranean ports, have met with signal success. The excursions made by some of their boats, going from and returning to New York within three months, have been much frequented; the appointments of these steamers include many of the privileges of luxurious yachts, and at a reasonable rate of charge.

But, in these days of dependence upon foreign shipping for such service, the event most notable to New Yorkers, in the late history of passenger ships crossing the Atlantic, is the establishment of the new "American Line" in 1893, when the Stars and Stripes were hoisted upon the steamers "New York" and "Paris." Southampton is their English port. On the 22d of February of that year President Harrison, several members of his Cabinet, and an assemblage of well-known citizens, attended, by invitation of the International Navigation Company, on board the "New York," when those two leviathans of the deep were formally transferred from the British flag. Since that time, two new American-built ships of proportions quite equal to theirs, the "St. Paul" and the "St. Louis," have been added to their fleet.

Other favorite lines of swift passenger steamers of to-day are the "White Star," with the "Teutonic" and "Majestic," for England; the "Cunard," with the "Lucania" and "Campagnia," for England; the "Hamburg-American," with the "Fuerst Bismarck" and "Augusta Victoria," for England and Germany; the "North German Lloyd," for England and Germany; and the "Compagnie Générale Transatlantique," for France. Still other lines for European ports there are, abundantly supplying the necessary comforts and security for passengers, though of a somewhat slower rate of speed. But in June and July, when the exodus of holiday seekers sets out from New York, it is hard to secure so much as a single vacant berth on any of them, if arrangements have not been made weeks before.

The telephone system of New York is the largest and most complete of its kind. In the first quarter of this year 1896 it consists of 15,000 subscribers' stations; 12 central offices, the most important of them in fire-proof buildings specially constructed for the purpose; 38,000 miles of underground wires in the streets; and about 3,500 miles of overhead wires in the regions not yet closely built up. The entire system belongs to and is operated by the Metropolitan Telephone and Telegraph Company, organized in 1880 to take over the earlier systems established by two rival corporations claiming under patentees engaged in litigations ended only by the consolidation of interests. At that time the aggregate

number of telephone subscribers was only 2,800; all the wires were overhead in the streets, supported by cross-arms upon huge and unsightly wooden posts, of great height, set in the soil at the curbstones of the pavements, where the posts were sometimes as much as two feet in diameter at the street level, obstructing not only the view along but the uses of the highways; and the service was in many respects unsatisfactory. In the winter of 1881 the entire system of wires was wrecked by a sleet storm; again in 1888, 1889, and 1891, severe damage was wrought by like disturbances. To-day the wires, elsewhere than in the suburbs, are in subways under the streets. In changing from overhead and grounded circuit working to underground and metallic circuit working, the plant and system have been entirely reconstructed by an investment of additional capital, and with great improvement in general efficiency. The equipment of every kind is of the best; the great switch-boards, for example, in the central offices, are marvels of inventive and mechanical genius; and all subscribers may have "long distance" connections, enabling them to converse with callers even in Chicago or farther West. The daily connections number 150,000, and are handled with an average delay, from subscriber's call to subscriber's answer, of less than 40 seconds, though seven-tenths of the connections pass through two central offices. Such a service is nowhere equalled; nowhere in Europe are the customers so exacting, or the telephone administrations so alert in adopting improvements in appliances or methods. The New York Company has nearly 1,300 employees; about 1,100 of them always at work in construction, maintenance, and operation of the system, the others engaged in the executive and general offices. The total yearly traffic handled is 36,000,000 of messages, and is rapidly increasing because of the impetus received from the adoption of what are known as "message rates" in force since June, 1894, — rates offering a schedule, not of uniform tariff for all subscribers alike (whether one uses his telephone frequently or not) as heretofore, but of charges rising from a minimum for 600 messages per annum, in accordance with one's actual use of the service.

Not less remarkable is what has been accomplished by the three existing New York systems of electric lighting. The Mount Morris Electric Light Company, with two stations, reaches from One Hundred and Eighty-fifth Street, on the west side, to Fourteenth Street, and pervades the entire area of the city south of there; it supplies a high tension direct current to 1,200 arc lights and an alternating current to 25,000 incandescent lamps, but is now engaged in greatly increasing

the capacity. The United Electric Light and Power Company employs the Westinghouse methods, and furnishes both lighting and power; it has four stations, with a capacity of 120,000 lights, having now installed 75,000 incandescent lamps and 2,000 arc lights. The Edison system is on a much larger scale. The old Pearl Street station, where Edison was said to work twenty-five hours out of twenty-four, sleeping only during odd hours and on piles of tubing, whilst developing his ideas for lighting and his underground system of conductors, is now no more; instead of it we have the huge building of The Edison Electric Illuminating Company on Duane and Pearl streets, one block east from Broadway, where the main station and general offices are found.[1]

It has come to pass in the last sixteen years that our dwellings may be equipped throughout with devices for availing ourselves of electricity as the most versatile and useful of domestic servants. The bells that announce a visitor are rung by an electric button at the front door; the rooms and halls are lighted by electricity; seated comfortably at home we talk to our friends, the country over, by the electric telephone, and recognize their voices, as they do ours, at distances of a few feet away or of more than a thousand miles; if we need a messenger, a policeman, or the Fire Department, the summons is given by a touch that sounds an electrical signal in a central office, whence a response is

[1] This is the largest electric lighting company, and this building the largest electric supply station, anywhere to be found. It has room for 28,000 horse power in steam machinery, — one-third already installed. In the operating room on the ground floor are the huge generating units, the largest of their kind, each a great 2,500 horse power engine with a dynamo revolving at either end of the shaft. Two stories above is the boiler room, extending from one street to the other; and still above, nearly a hundred feet in the air, are the coal bunkers, containing two thousand tons or more of coal, elevated mechanically from the street, where it is first automatically weighed; from the bunkers the coal is delivered by gravity through weighing chutes in front of the boilers below. The company's offices occupy the upper floors; and this building, which dates only from 1891, is not only interesting within for its mechanical and electrical appliances, but striking without for architectural features, — all the ornamentation appearing in forms that speak of electricity in the arts, lamps, armatures, etc., instead of ordinary decorative devices. A newer station on Twelfth Street, east of Fourth Avenue, shows even more novel details, including turbo-generators (with French steam turbines) of 300 horse power, and a large storage battery plant. And there are other stations in Twenty-sixth Street, near Sixth Avenue; in Thirty-ninth Street, near Broadway; and elsewhere. All feed into one common network underneath the streets, intended to supply a great part of New York with electric current for light, power, heating, and other purposes. This underground system includes more than 200 miles of Edison tubing or 600 miles of copper conductors, supplying continuously at present about 6,000 customers with more than 225,000 incandescent lamps, about 3,000 arc lamps, and more than 13,000 horse power in motors, — not counting some sixty or seventy large buildings to which current is furnished during a part of the time only. This is the equivalent of more than 460,000 ordinary incandescent lamps. The next largest electric installation is at Chicago, with an equivalent of about 325,000; and then comes Berlin with an equivalent of 250,000.

promptly made by sending him we have called for; the coal bins may be left empty, — the cooking can be done and the house may be warmed by electricity; if an invalid requires a passenger elevator for reaching another floor of the premises, electricity will supply the motive power; revolving electric fans furnish a cooling breeze in the most sultry weather, for whatever part of the house desired, and at any hour, day or night; and we are told that very soon we may be able to remain at home and enjoy the lightest note of the prima donna at the opera. From basement to roof we can have the services of this all-powerful but now subjugated agency; it will fetch to us from without many of the pleasures heretofore to be had only by going abroad for them ourselves; and, with this one assistant in place of many, our comforts of living are such as were never before dreamed of.

The regiments of the National Guard in New York contain between seven and eight hundred officers, and between twelve and thirteen thousand enlisted men. The efficiency of these citizen soldiers in answer to the call of duty has, happily, not been recently put to the test, — except in the cases of the riots in Buffalo and those in Brooklyn, already described in these pages; but their appearance and conduct upon those two occasions, as well as the general spirit of enthusiasm for and fidelity to their organizations, are worthy of all praise. In 1880 the Seventh Regiment moved into the first of the series of new and substantial armories that now ornament the town. This is a striking stone building, richly decorated within, erected at Park Avenue and Sixty-sixth Street, under the direction of Col. Emmons Clark, with funds raised by the subscriptions of friends. In 1883 an Armory Commission, created with members designated by the Legislature and later extended to include other public functionaries, began the work of providing armories for other regiments, and with excellent results. The Eighth Regiment Armory is at Park Avenue and Ninety-fourth Street; and on the same block a fine armory and amphitheatre for cavalry exercise has been supplied to Squadron A. The Ninth Regiment is soon to be appropriately housed at Fourteenth Street near Sixth Avenue; the Twelfth is already established at Sixty-first Street and Columbus Avenue; the Twenty-second at Columbus Avenue and Sixty-seventh Street; and the Seventy-first has recently gone into occupation of the imposing castellated building of gray stone that arises at Thirty-fourth Street and Park Avenue, — where the Second Battery is given the basement floor on the level of Thirty-third Street.

The Naval Battalion of New York City, mustered into service in 1891,

parades between three and four hundred men, — volunteers who regularly attend drill during the winter, and in summer enjoy practical service afloat, under naval officers upon one or more of the war ships furnished by the United States for the purpose.

A protection as important to New Yorkers in these days of piping peace as their military volunteers in time of war, is embodied in the Fire Department, long and deservedly one of the chief boasts of the Municipality. The changes wrought in this Department shortly after the incoming of the year 1880 were several: the creation of the Bureau of Inspection of Buildings, to be afterwards and in 1892 expanded into an independent Department; the introduction of the first water-tower employed in the service; the virtual discontinuance of the use of the old bell-towers, though New York was thereby robbed of one of the most thrilling accompaniments of the Fire-Fiend of old days; the stringing upon poles in the streets of eight hundred and eight miles of wire for the Fire Alarm Telegraph System; the institution of a school of instruction in the use of lines and scaling ladders applied in saving life at fires. In 1882 a new fire boat, the "Zophar Mills," was launched, to be followed in 1892 by "The New Yorker," the latter the most powerful floating fire-apparatus in the world, its water-throwing capacity being twice that of any other. In 1887 the headquarters of the Department was installed in a handsome building in East Sixty-seventh Street. Soon after this, the Fire Alarm Telegraph, yielding to the necessity for improvements elsewhere described, saw its line of poles cleared away from the principal thoroughfares, and its overhead conductors there replaced by wires now employed in more efficient service underground. There are now about nine hundred miles of single conductors in subways, devoted to transmission of alarm signals; it is only in the upper and less inhabited part of the city that the wires of the Department are still carried upon poles in the highways.

The relief fund for the men of this Department appeals strongly to the hearts of citizens; it has developed latterly into a pension fund, and at the present time amounts to $641,912.88, but is inadequate to the demands upon it.

The area for the activities of the Fire Department now includes recently annexed towns in Westchester County. In 1895 the number of fires was 3,963; the *personnel* of the Department consisted of 1,366; the companies were 85 in number; the force of active firemen aggregated 1,153. The appropriation for the Department for 1896 is $2,345,355. Dry figures, although they constrain conviction in some



Police Parade.

minds as no words can, do not half tell to others the tale of service we enjoy, in all seasons and at all hours, from these ever-ready guardians. In the freezing nights of winter, when other citizens, aroused by the clangor of engine and hose carriage through the street, turn drowsily in bed, these brave and well-trained men are alert and on duty, speeding to danger as fast as their horses' gallop can carry them. Over and again the daily newspapers record acts of daring and self-sacrifice by them that are worthy of the greatest heroes of any age; and to the admirable perfection of the discipline, the excellent performance of their machines, and the atmosphere of watchfulness and efficiency that accompanies them, every passer's tongue can testify. A general conflagration, such as once devastated New York and recurs elsewhere at intervals not over-long, seems to be now impossible here; great fires are very rare; the aggregate of losses on even five thousand occasions when the men are called out is astonishingly small. Organized as it now is, our Fire Department is a model for *personnel*, equipment, drill, and results.

The wardens of our crossings, the conservators of law and order in our streets, the men of the Police Force of New York, deserve special consideration. Recent statistics show that, whilst our population has been increasing during recent years at an average rate of about fifty thousand per annum, the number of patrolmen added to the list has been actually at the rate of but one officer for seven hundred new citizens. Even with the accessions lately called for by the Chief of Police and demanded by the Commissioners, the force will be less in proportion to population than that in any of the large European cities. And yet, by night or day, except for casual beggars and a semi-occasional desperado hazarding highway robbery or other assault upon a lonely wayfarer in some unfrequented spot, who shall say the dweller in New York does not take the road and ply his avocations undisturbed; that his home is not well guarded? Burglaries, nearly always magnified by the press and general report, are fewer than might be looked for in a wealthy metropolis, the rendezvous of adventurers from every quarter of our own country, overrun with continually arriving immigrants from abroad without occupation or resource; and the quiet of our chief thoroughfares after nightfall, in comparison with those of other great cities where the hum of humanity never ceases, is remarkable. For a present population of nearly two millions, we now have one chief of police, 23 captains, 154 sergeants, 37 detective sergeants, 174 roundsmen, 3,651 patrolmen, 73 doormen, 15 surgeons, and 28 matrons in charge of stations and for the care of women and children. On Broad-

way an officer is stationed at every street-crossing from the Battery to Forty-second Street, charged with the duty of rendering assistance across the cable-tracks, where perils are always lurking. These men — fine, stalwart fellows, generally good-humored and always efficient — are there on duty from eight A. M. to six P. M., with an hour off at midday. At what are called the special "danger points" of Broadway, additional men are in service. In 1895 Theodore Roosevelt became President of the Board of Police Commissioners, the rest of the board consisting of Avery D. Andrews, treasurer, Frederick D. Grant, and Andrew D. Parker. These gentlemen assumed the control of police affairs at a crisis of deplorable political confusion and general demoralization among the higher officers of the Department; and the past ten months bear witness to the installation of a system of rigidly honest and non-partisan appointments, promotions, reductions, and details. Under the vigorous and uncompromising sway of Mr. Roosevelt the war against crime, and against corruption in the Department itself, has been carried on effectually. And there is now nowhere to be found a police force better prepared for the duties laid out for such an establishment.

Another question vitally concerning our community may, for the conclusion of this brief glimpse at some of the municipal machinery that affects our lives of every day in New York, be summed up as follows:

The total number of applications received in 1895 by the Board of Commissioners of Excise, for licenses or for transfers of licenses to sell liquor, was 12,070; and of such applications granted there were 11,029, from which the sum of $1,790,530 was received for excise fees. Of this total revenue for the year, $134,290.27 was applied to the expenses of the Board; $300,000 — a fixed annual amount — went to the Police Department Pension Fund, which without this would be speedily bankrupt; $75,000 — also a fixed yearly charge — was handed over to the Fire Department Relief Fund; $500,000 was contributed to the General Fund for extinguishing the city debt; and more than $700,000 was distributed, as usual during many years, among benevolent or charitable institutions for the support of the city's poor or unfortunate, recruited chiefly from those addicted to the intemperate use of the liquors licensed to be sold, — to whose relief these moneys were applied somewhat upon the principle believed in by the rustic who cures his wounds by plastering them with the hair of the dog that bit him.

During the past nine years, nearly four thousand applications for licenses for new places have been rejected by the Board.

As this chapter goes to press, an Act of the Legislature, but just ap-

proved, has made radical changes in the laws heretofore regulating excises and the traffic in liquors, not only in the city of New York but throughout the State. Such things have heretofore been of local concern; they all now pass under State control. One feature of the new law is a diversion to State uses of some of the funds heretofore applied only within the bounds of this municipality.

In 1895 twenty-two square miles were added to the area of New York by annexation. The postal needs of that territory had been supplied by six small offices; three were abolished, and the remainder consolidated with the New York Post Office as branch stations. A comparative statement of operations of this office for the years 1880 and 1895 gives a fair idea of the increase of work there performed. Of clerks employed in 1880 there were 700, of letter carriers, 470. In 1895 there were 1,796 clerks, and 1,360 letter carriers. Of branch stations there were 14 in 1880; we have now 24. In 1880 there were no sub-stations; to-day of these convenient stopping-places, where the citizen may buy a money order, receive money on an order, register letters and parcels, and transact other business, there are 49. Of the 200 postage stamp agencies, where stamps and envelopes are to-day sold in quantities sufficient for the needs of the purchaser, there were none in 1880. The gross annual receipts of our Post Office in 1880 were $3,584,785.73; in 1895 they were $7,254,974.19, and the net revenue was nearly double what it had been fifteen years earlier. Letters and postal cards delivered daily by carriers in 1880 were 196,807; in 1895 they reached the daily aggregate of 953,850. Of regular newspapers and periodicals mailed at the New York Post Office as second-class matter, there were, in 1880, 17,326,455 lbs.; in 1895, 59,193,174 lbs. Letters sent to and received from foreign countries in 1880 were 24,317,541; in 1895, 52,100,830. In the latter part of 1885 the special delivery system was established in New York, and in 1886 the number of special delivery letters sent or received



Postman.

amounted to 60,124; in 1895 such letters numbered 544,486. These figures illustrate the rapid growth of the postal needs and service of the city. They do not limit or express the unfailing satisfaction of our citizens in the executive ability of the officers of this agency of government, or in the fidelity and promptness, in all weathers, of the gray-coated messengers who speed from house to house in the local service of the Department. Whatever else halts in the forward movement of life, the postal service goes on with the regularity and efficiency of a mighty machine, of special adaptation to the work it must do.

In 1889 Columbia College sustained the loss, by death, of Dr. F. A. P. Barnard, at a good old age, who for twenty-five years had been president, — a man of brilliant mind, accomplished in many branches of science and learning, a devoted, experienced, and successful educator. In 1890 Dr. Barnard's place was filled by President Seth Low, who had already been mayor of Brooklyn, and there had made an excellent reputation as an executive and administrator, — a young and enlightened and public-spirited citizen, by education and tradition and by singular special aptitudes eminently fitted for his position. This was the beginning of an era of prosperity and growth, which, with the co-operation of many others, and President Low's recent large contribution from his own well furnished and liberal purse for the erection of buildings upon the new and extensive site selected to the northwest of Central Park, promises to see Columbia become one of the greatest of universities. In 1889 the novel and important departure was here made of admitting women to an opportunity to secure an education of scope equal to what had been long afforded to men; and Barnard College, named in honor of the late president, who had always fostered the idea of bringing such an institution within the periphery of Columbia's direction, was founded. A temporary building for college purposes was secured in Madison Avenue, and a board of trustees soon commenced an active campaign to provide for their students — young women of refinement, intelligence, and ambition, residing most of them in their own homes in New York — the privileges of education on the same lines with their brothers. The entrance examination, the course of studies, and the degrees awarded, are substantially the same for either sex; and although entirely distinct from Columbia, Barnard is now officially enrolled as an additional cohort under the same flag. With the guidance of Dean Smith, it is growing in numbers, strength, and repute among kindred institutions. Before very long the faculty and scholars will be transferred to a new building on Barnard grounds, contributed by Mrs. A. A. Anderson, a faithful worker and director in the cause.

In the matter of such education for women, it is here appropriate to mention what has been accomplished by Mrs. Joseph H. Choate, one of the founders and the president of the little group of earnest workers who formed the Association here for the Higher Education of Women. The first achievement of her modest but well directed and persistent efforts for the intellectual equipment and advancement of her sex was the Brearly School for girls; the establishment of Barnard College has been the logical sequence.

One of the associates with Mrs. Choate in most of her work in this direction has been Mrs. Francis P. Kinnicutt, to whom it was reserved to be distinguished by successful efforts for the reform of local methods of street cleaning, which finally opened the way, first to legislation for, and afterwards to organization of, much-needed improvements we have mentioned as now conducted by Colonel Waring.

And as an example of what can be done by a woman of aptitude and training, in even the most difficult of the sciences, we must speak here of Mrs. Draper, of New York, widow of the late Dr. Henry Draper whose death in 1882 left this lady to devote herself and her fortune to prosecution of his efforts to their final and remarkable fruits now attained. She had been her husband's faithful and skilful co-adjutor in astronomical research, and in the arts that record and preserve the results of the observations he made a specialty. He was the first to photograph the lines of a stellar spectrum, a feat he achieved in 1872; and before he died he had carried his work so far as to photograph the stars of the first magnitude. After his death, telescopes and other instruments and apparatus they had used at their observatory at Hastings-on-Hudson were removed by her to the Harvard Observatory at Cambridge; some of them, with additions, went thence to California, and by another journey to Arequipa in Peru, where she now maintains a station at a great altitude in the clear atmosphere of the mountains, under charge of an efficient staff sent there from Harvard University to complete the undertaking Dr. Draper had begun of photographing all the stars and classifying them according to their spectra. A catalogue of ten thousand stars, including those of the tenth magnitude, has been already published; and others are in preparation. She is still pursuing the work with unabated zeal. And, conceding to Professor Pickering and his accomplished assistants all the praise they well deserve for such additions to the world's knowledge of the heavens, the fact remains that to Mrs. Draper and to her devotion to the memory of her distinguished husband these astonishing results are chiefly due.

Among other changes, Columbia in 1890 reorganized the Law School

and established a School of Philosophy; two years later there was added a school for Pure Science. But perhaps the most valuable group of recent manifestations of the spirit of this rapidly increasing university has been made in connection with the medical department, as shown by the three Vanderbilt buildings, — the College of Physicians and Surgeons, the Sloane Maternity Hospital, and the Vanderbilt Clinic and Dispensary. And in the near future the array of new buildings on the Morningside Plateau, near the Cathedral, to be erected under direction of McKim the architect, will place New York in enjoyment of enduring examples of the best academic architecture.[1]

In 1890 a meeting of gentlemen interested in transferring the site of the University of the City of New York from Washington Square subscribed three hundred thousand dollars for that purpose, representing fifty-four contributors; the amount was applied to the purchase of twenty acres of ground on an eminence to be known henceforth as University Heights, beyond the Harlem River, between Fordham and Morris Heights. The student of Mrs. Lamb's History will recall her record of the establishment of the first seat of this institution, in 1833–1835, in Washington Square, "at what was then a considerable distance from the city." The same phrase applies now to the locality chosen for the present site, where temporary quarters are already in occupancy and some permanent structures have been erected. The general plan of the buildings is in especial charge of Stanford White, a graduate; and the dominating edifice of a quadrangle lined with stately halls will be a library with classic portico and a dome, into which the architect will breathe the living spirit of his art. A University Residence Hall, to balance the present Hall of Languages, is to be of grayish yellow brick with pink granite and Indiana limestone, the roof of Spanish tiles. The whole eastern extremity of the plateau on the Heights is to be made into a college close. There will be a ground for athletics, to be called "the Ohio Field," the gift of members of the "Ohio Society of New York." A University Boat House, on the bank of the Harlem River near at hand, will further provide for the athletic training of the youths so fortunate as to occupy the new buildings, and who cannot but gather from them

[1] It is now established that this plateau was the scene of the Battle of Harlem Heights during the Revolutionary War; and that fact gives to the new site of Columbia University an association of great historic interest. The researches of recent years have brought to light contemporary accounts of that battle not known to Mrs. Lamb when she described it on pages 127 *et seq.* of Volume II. of her History; they correct what had been generally accepted as authority on the subject until a date subsequent to her recital, and determine the locality of the death of Colonel Knowlton.

something of a perception of true art, so potent a factor in the development of taste. The ægis of this institution has sheltered the Woman's League for Political Education, under whose auspices six classes of women have completed the course of study in elementary law founded by the League. Chancellor Henry W. McCracken is the present head of this university, and to his devotion, energy, and sagacity, much of recent progress is due.

A transformation pleasing to the public eye, and significant of an attempt by her people to provide the Protestant Episcopal Church in New York an equipment requisite for the agencies of civilization in these latter days, is the change in the appearance of the old General Theological Seminary at what used to be called Chelsea. A number of brick and stone buildings in the style of many English colleges, of imposing front over which Japanese ivy has been weaving a verdant web to conceal the look of newness that generally detracts from architecture of our day, have arisen to take the place of the gloomy and uncomfortable old structures that occupied the square until recently. Green lawns and neat railings surround Hobart Hall, with its fine space and finish, the handsome chapel and the commodious and attractive quarters for professors and students.

In 1884 Union Theological Seminary removed from University Place and took possession of new buildings in Park Avenue. The trial of Prof. Chas. A. Briggs, by the General Assembly of the Presbyterian Church, for heresy, is one of the prominent and disturbing incidents of this seminary's history in later days.

The College of the City of New York, following the example of others, is also soon to move northward, to occupy new buildings upon the high ground above Harlem, a site chosen because of accessibility from all parts of both the old and the new districts of the town, and recently acquired after the passage of an Act of the Legislature authorizing the trustees to make the purchase. At no time in its history has this college been in a more prosperous condition — though the cramped quarters in Lexington Avenue on Twenty-third Street have retarded its growth. In 1896 there are between seven and eight hundred students in pursuit of the regular classical and scientific four years' courses leading to degrees; in the different departments of the sub-freshman class there are six hundred; and the number of the faculty, professors, instructors, and tutors, exceeds fifty. This institution is the highest stage for young men of our common-school system. It is supported by a yearly appropriation of (heretofore) $150,000 from the city, and is to maintain its present character as a college. Its aim is to carry the education of a

penniless boy from the public schools to a point where, upon graduation, he may be fitted to enter any professional or scientific school in the country, as well equipped as any youth who has paid his way through another college of first instance. The president is and for many years has been General Alexander S. Webb. The Normal College at Park and Lexington avenues, intended specially for training female teachers, provides an education for girls from the public schools quite as advanced and thorough. It has in 1896 a president, Dr. Thomas D. Hunter, 44 professors and tutors, with 1,877 pupils in attendance; a subordinate school has a superintendent and 26 teachers, with 1,039 scholars on the register.

The design made for the building for the future headquarters of the Board of Education itself is admirably appropriate; and behind its dignified façade will be prosecuted during another century the good work of this indispensable department of our local government.

The number of public schools supported by the city in 1880, including grammar and primary schools and those for negroes, was 120, with 2,831 teachers and an average enrolment of 125,193 scholars. In 1896 there are 147 schools, 4,183 teachers, and an average enrolment of 186,622 scholars. The appropriation of public moneys by our local authorities for the city schools in 1896 is $5,679,302.59; and in addition to this astonishing sum, levied and raised here by taxation for maintenance of our local system, the city of New York will be this year (and every year) called upon and taxed by the Legislature at Albany for not less than in 1895, as a contribution by us to the support of the common schools elsewhere in the State. That State tax paid by the city in 1895 amounted to $1,818,820.26, — exclusive of all our other burdens called State taxes.

A feature of our common-school system of later days is the active interest in it displayed by women of the educated, and what are mistakenly called the "leisure," classes of society; and women are now always to be found among the members of the Board of Education.

Among private schools of the higher grade for boys, that have won the confidence of New York by their steady maintenance of the best methods of instruction, combined with hygienic care for their pupils, are those of Arthur H. Cutler, who has contributed to the different universities here and in New England a long list of names from among the representative families of New York, — and the Berkeley School, which has a fine building in town and athletic grounds in the suburbs. Companion schools, of as high grade, for girls, are the Brearly already mentioned, occupying a fine building in Forty-fourth Street, and the school of the Misses Ely, beautifully situated on Riverside Drive.



St. Luke's Hospital.

The Cathedral of St. John the Divine.

These have been selected for mention as examples of their kind.

The enthusiastic work accomplished by the New York Kindergarten Association among the poor children in many parts of the town is well known. Of reform schools, manual training schools, art-schools, colleges for music, industrial schools of numerous varieties, institutions for teaching the blind, schools for the deaf and dumb for mental or physical culture, and commercial colleges, the ranks are many and full. Another important institution is the New York Trade School, founded and for a time conducted by the late Colonel Richard Auchmuty of New York and Lenox, which has been further and liberally endowed by J. Pierpont Morgan. And our list is not complete without reference to the widely extended and sagacious labors of Miss Grace Dodge in behalf of the working-girls she has associated together for mutual improvement, or without recalling the Young Women's Christian Association, which has this year held a mass meeting at Carnegie Hall to celebrate the twenty-fifth anniversary of its founding. Since 1873, when it began work with one room and one teacher, this beneficent society has grown until, in 1896, it has and occupies two great buildings, supports a Bible class with an annual attendance of 5,000, and has gathered a library containing 25,000 volumes; in addition to many other enterprises, it maintains classes in which are taught, to more than 2,000 girls, stenography, typewriting, millinery, and other useful arts.

By the Margaret Louisa Home, a temporary abode for refined and self-supporting women, given to this association by Mrs. Elliot F. Shephard, one of its founders, as many as 5,000 women have been housed, at least 2,000 young women have been educated, and in 1895 more than 2,000 girls and women were secured situations of remunerative employment.

Some idea of the new churches scattered chiefly over the upper end of Manhattan Island, and an indication of the variety of creeds they represent, proves, if proof were needed, that New Yorkers expend their money, and freely, not alone upon their own habitations of material comfort and selfish enjoyment, or upon any of the things we have already spoken of.

Of special interest to Episcopalians, among the nearly or quite one hundred churches and chapels where the ministrations of that church occur, is the projected Cathedral of St. John the Divine, on Morningside Plateau, of which the corner-stone was laid on St. John's Day, December 17, 1892, by the Bishop of the Diocese. That the increase in the numbers of the

cultured and wealthy among the members of the churches makes such a building possible here, and at a time when the old world is finding its venerable and storied shrines difficult to maintain, is certainly remarkable. The new cathedral, to be built after plans by Heins & La Farge, the architects to whom it was awarded in competition, will be an enormous cruciform church, set east and west, with its apse on the edge of the hill overlooking the whole city of New York, Long Island Sound, the Hudson River, the Palisades, and a large part of Westchester County beyond the Harlem. This imposing pile, to be built at an outlay of millions, and to cost more millions in the support of it and of its staff of clergy as they carry on their work, will present to the eye the effect of a cluster of seven towers, the central one dominated by a spire, the two towers flanking the main entrance on the west front being higher than the others; to the instructed there will appear symbolisms of religious sentiment and teaching in many a significant portion of the mighty structure.

Grace Episcopal Church, in Broadway, by James Renwick, architect, took upon itself in 1880 the additions of Grace Memorial House, Grace House, and Grace Chantry, thus completing an ecclesiastical assemblage of Gothic art that, with the new marble belfry seen and admired the whole length of lower Broadway, is cherished by all New Yorkers of proper sentiment, and of no matter what religious faith, as a thing of rare beauty. In 1883, when the Rev. Dr. Henry C. Potter was consecrated to be Bishop of the Diocese of New York, the Rev. Dr. Huntington became the rector of Grace Parish.

In old St. Paul's Church, of Trinity Parish, was celebrated at nine A. M. on April 29, 1889, a special religious service attended by Benjamin Harrison, President of the United States, and several members of his Cabinet, in commemoration of the service held there one hundred years before, when George Washington was present, immediately following his inauguration as the first of our Presidents. The most recent of the several off-shoots of old Trinity, under the Rev. Dr. Dix, the rector, is St. Agnes Chapel, in West Ninety-second Street. The interior, with its chancel of green-tinted marbles, communion rail of pure white marble, and windows of Tiffany glass, is very striking.

St. George's Church has added to itself St. George's Memorial House, given by J. Pierpont Morgan in memory of the late Mr. and Mrs. Charles Tracy, containing accommodations for clergy, school classes, clubs, reading-rooms, gymnastic exercises, and a library. With his well-selected corps of assistants the Rev. Dr. Rainsford there conducts a numerous and various list of associations continually and intelligently occupied

with the welfare of the poor or suffering in a great part of the town the training of the young, and the general betterment of social conditions, as well as with the religious instruction and support of a numerous congregation.

In like fashion St. Bartholomew's Church has widened its borders, and under direction of the rector, the Rev. Dr. Greer, has completed a commodious parish house, the gift of Mrs. William H. Vanderbilt and her son Cornelius Vanderbilt, whence are administered the many discriminating charities and other beneficent enterprises of a busy and populous parish.

Calvary Church, occupying for fifty years the same ground, has, with church and chapel, Galilee and East Side buildings, the equipment that enables the clergy to carry on a remarkably useful work throughout the fifty crowded city blocks that constitute their special territory. In 1896 the rector, the Rev. Dr. Satterlee, was consecrated to be Bishop of Washington.

The Church of the Ascension — surrounded by an enclosure of green turf at Fifth Avenue and Tenth Street, a pleasant sight for wayfarers in that staid and well-ordered quarter — was improved within by decorations of the chancel, where the art of Stanford White, St. Gaudens, and Maitland Armstrong combined to make a rich setting for La Farge's picture of the Ascension presented by two parishioners, the Misses Rhinelander. Of this church the Rev. Dr. Percy Grant is the rector in 1896.

Upon St. Thomas' Church, built in 1870 by Upjohn, have been conferred recent embellishments of the interior, including a golden reredos by St. Gaudens, and chancel cartoons and organ decorations by La Farge. The rector in 1896 is the Rev. Dr. Brown.

New and costly churches are the Holy Trinity, in Harlem, built after designs by William Potter; St. Michael's, in Amsterdam Avenue, by R. W. Gibson; Christ Church, in Seventy-first Street, by C. C. Haight; All Angels, in West End Avenue; St. Zion and St. Timothy; St. James; St. Andrews; and St. Luke's, on Washington Heights, by R. H. Robertson, a chapel of Trinity Parish. Its rectory is the historic home of Alexander Hamilton, described on page 482, Vol. II., of Mrs. Lamb's History.

The Collegiate Reformed Dutch Protestant Church has established itself in a large new structure in the Flemish style, designed by R. W. Gibson, in West End Avenue.

The South Reformed Dutch Church is installed at Madison Avenue and Thirty-eighth Street, in a redecorated building.

Since 1883 the Rev. Henry Van Dyke, an eloquent speaker and widely

known as a *littérateur*, has occupied the pulpit of the Brick Presbyterian Church in Fifth Avenue.

In the Fifth Avenue Presbyterian Church, which has for its pastor that eminent divine the Rev. Dr. John Hall, there have been no changes to record here, save those of a continuing growth in power and usefulness. The Fourth Avenue Presbyterian Church has been called upon in late years to lament the loss of Rev. Dr. Howard Crosby. In 1880 the Rev. Dr. Charles H. Parkhurst succeeded to the charge of the Madison Square Presbyterian Church, with a mission and church house in Third Avenue. The Park Presbyterian Church has moved into its new building in Amsterdam Avenue; and in that avenue also may be found the new edifice of the West End Presbyterian Church. The Rutgers Riverside Presbyterian Church is established on the Boulevard, and a new Edgehill Chapel has been finished at Spuyten Duyvil.

The Methodist Episcopal Church has a new place of worship in Madison Avenue. Calvary Church, of that denomination, has a new and spacious edifice; and the Park Avenue Church, after various removals, has been substantially established also in that avenue, still farther north.

Among the Baptist churches, and indeed among all the churches in New York, one of the most distinguished examples in architecture is the Judson Memorial Church, in Washington Square, after designs by McKim, Mead, & White, in memory of the heroic missionary who first carried Christianity to the wilds of Burmah, and, after imprisonment and torture for his faith, died at sea, to find a resting-place in the Indian Ocean. The style is the florid Renaissance, and the beautiful campanile suggests those belfry towers that, once seen against the sky of Italy, remain forever imprinted upon the observer's memory. Calvary Baptist Church, whose pastor is the Rev. Dr. MacArthur, has a new building; and other Baptist churches have been renewed and remodelled.

St. James Lutheran Church is in possession of a tasteful and artistic new building.

To the interior of All Souls Unitarian Church has been contributed a fine bas-relief in bronze, by St. Gaudens, of the late Rev. Dr. Henry W. Bellows. The Church of the Messiah, of which the Rev. Robert Collyer is still the inspiring and beloved pastor, has moved from its old quarters in Park Avenue.

Noteworthy events in the late history of the Roman Catholic Church in New York, of which the Most Rev. M. A. Corrigan is now the Archbishop, are the celebration by Cardinal McCloskey in 1884 of the fiftieth year of his priesthood; the death in 1885 of that revered and scholarly

prelate; and the opening of the new Catholic Club, of which the president is Frederic R. Coudert. The growth of this communion has kept pace with the increase of our population. During the years that elapsed between 1880 and 1896, 91 new churches and 40 schools have been erected. The number of priests has increased from 384 to 620; the number of charitable institutions, homes, hospitals, etc., from 28 to 40; the number of members, from 600,000 to 800,000. Amongst the enterprises brought to completion during this period are the building of the Mission of the Immaculate Virgin in Lafayette Place, and its country house at Mount Loretto, Staten Island. In the two are more than 2,000 inmates. Amongst the hospitals recently built may be mentioned St. Joseph's, at Yonkers, Seton Hospital for Consumptives, at Spuyten Duyvil, and St. Joseph's Home for Incurables, at One Hundred and Forty-third Street and Brook Avenue. The Orphan Asylums on Madison Avenue and Fifty-first Street have been enlarged at an expense of more than $400,000. In remarking that the graceful towers have been added to St. Patrick's Cathedral, it is pleasant to remember that Renwick, the architect, now dead, survived to see his beautiful Gothic work thus completed. The new seminary at Dunwoodie for the education of theological students has been built at an expense of nearly a million of dollars. In 1886 the Rev. Dr. McGlynn was temporarily suspended for taking part in the political canvass of Henry George as "Labor" candidate for mayor; when he refused to obey the summons to Rome by the Sovereign Pontiff, he was punished in 1887 with excommunication. The incident attracted wide attention. On his repentance he was restored to priestly functions by Monsignor Satolli, Delegate Apostolic, in December, 1893. Shortly afterwards his reconciliation was completed in an audience given by Pope Leo XIII.

The German Hebrew Synagogue in Madison Avenue, and the new Temple Beth-El at Fifth Avenue and Seventy-sixth Street, with its great gilt-ribbed dome and many times repeated arches of gray limestone, are familiar to all.

To these new places of worship we have specified, and others to be seen, and to those already long established before the date this chapter begins with, add dispensaries, training-schools, houses of mercy, summer homes, and shelters, together with a strong array of forces of deaconesses sisterhoods, brotherhoods, preachers in many languages, volunteer nurses and visitors to the poor, all quietly and untiringly at work to do the bidding of their respective churches in every part of the territorial limits of the town, and, if these be evidence, religion is more in touch now with the daily life and perennial needs of humanity than at any time in the history of New York.

Of the new mission houses, three are of imposing size and proportions,—one of them, the Church Missions House, in Fourth Avenue, built with subscriptions made throughout the country, and belonging to the Protestant Episcopal Church at large in America. Here are established the Board of Foreign and Domestic Missions, the offices of the Brotherhood of St. Andrew, the Church Temperance Society, the Parochial Missions Society, and the Girls Friendly Society; and there is room for more. The others are the Methodist Mission House, in Fifth Avenue, containing offices, a bishop's room, chapel, library, printing-office, and shops for the sale of the books and pamphlets published by the Methodist Missionary Society of New York; and the new Presbyterian Building, also in Fifth Avenue, at Twentieth Street.

In the scholastic shades of quiet Lafayette Place, opposite the Astor Library, was instituted the Diocesan or See House of the Diocese of New York. The old dwelling converted to its present uses now wears an appearance befitting its dignified function. It contains offices for the Bishop, the Arch Deacon of New York, the Presiding Bishop of the Church, the Standing Committee of the Diocese, and the Secretary of the House of Bishops, together with Hobart Hall, reception and reading rooms, and sleeping quarters for members of the Clergy Club. Few of those attentive to the march of events in latter-day New York can be unaware of how large a part has been played in the right shaping of public opinion upon important civic questions of the hour by the utterances that have issued from the Diocesan House whenever Bishop Potter has found the crisis such as impelled him to lift his voice.

In methods of domestic life, whether in flat, apartment, the modest home of the every-day citizen, or the sumptuous dwelling of plutocracy, New York is in most particulars abreast of, and in many details beyond, the standard of older civilizations abroad. The time has passed when the reproach of voluntarily abandoning our homes for the easier life of hotels to which the transient public resorts, could fairly be brought upon us as a community. The tendency of intelligent and influential people in New York, who have any choice in the matter, is all toward dwelling within one's own four walls, toward being a householder and an employer of domestic labor. Naturally, the strangers within our gates, those whose incomes will not allow considerable rentals, the solitary unattached individuals who prefer to live alone, seek flats, boarding-houses, and in some cases hotels. The legions of cheap "flat" houses with showy exteriors, high-sounding names, and rooms so telescoped together that progress in them is like walking through a train of Pull-



Bank for Savings.

National Academy of Design.

Corner of the Church Missions House.

Tower of the Madison Square Garden.

Fourth Ave. Presbyterian Church.

Calvary P. E. Church.

FOURTH AVENUE, LOOKING NORTH FROM SOUTHEAST CORNER OF TWENTY-FIRST STREET.

man cars, appear to fill but measurably the wants of our neighbors of those categories.

A few apartment-houses are rationally constructed with a view to the comfort of occupants; and as numbers of our population must be tenants perforce of part only, not the whole, of a house, ingenuity is taxed to combine in these premises sleeping space and stowage enough for an ordinary family, with living-rooms of reasonable size, where conveniences meant to supply to the housekeeper what is lacking in her domestic service are cleverly inserted. But for the large middle class of home seekers — that majority of our dwellers who are the worthy reliance of American civilization — the problem of comfortable housing is not yet fully solved. Of the best apartment houses, the Navarro flats in Fifty-ninth Street, the Dakota, and others of their kind, are too elaborate and costly to be considered by any but wealthy people. Architecturally, and in interior comforts, they leave little to be desired. Where the limits of a man's family and the length of his purse will admit consideration of them, very charming are the newest "family" hotels, — differing from similar accommodations of early New York as a fair etching differs from a chromo. In suites, often disconnected from the main corridors, are beautifully furnished bedrooms, private baths, a dining-room, a drawing-room, a library, a nursery, and servants' rooms, including all necessary provision and scope for a well-ordered home. From each suite a dumb waiter connects with the kitchen of the hotel, and electric bells bring prompt service of the bounties of the table prosperous Americans of to-day deem indispensable. This is indeed living made easy; but, it must be said, the cost is quite proportionate to the privileges enjoyed.

A feature of modern New York is the transformation, at the hands of ingenious and tasteful architects of the younger school, of the commonplace old houses of that recently universal pattern consisting of two or three rooms opening out of a narrow hallway, the same plan repeated to the top story of the domicile. In our days, within those uninteresting shells, by the elevation of floors and otherwise, the relations of stairways, windows, walls, chimney-places, are changed, renewed, and refitted in conformity with the demands of taste and knowledge. The result is often an agreeable variety, an exposition of different individualities of taste, that seems every year to increase in frequency.

The "great" houses of the decade are in all respects palaces, vying with those of the richest of the nobility of any capital in Europe, but in many particulars more desirable as living-places, and always adapted to the strict requirements of modern comfort and sanitation. The mode of life of their fortunate possessors has apparently touched the high-

water mark of luxury held in check by understanding. Upon their changes of mind or mood await a large staff of servants trained in old-world methods, equipages, horses, yachts, and private cars for railway travel. Beside some of their entertainments, those recorded by Mrs. Lamb as illustrating the fashionable display of the earlier part of the half-century read like village festivals. And it is much to be regretted that this enormous increase of lavish expenditure in New York among a few is taken by the American public as a model for social practices among the many. The countless homes of New York where culture and hospitality go hand in hand, yet where there is no display, are lost sight of in the blaze of plutocratic magnificence. The country at large, which reads the "society column" of a metropolitan newspaper, prefers rather to be led by the few possessors of fortunes of fifty millions of dollars each, than by the large number with incomes varying from ten thousand dollars to fifty thousand dollars a year.

To cite an instance of the increase of one of the minor luxuries of living, it is claimed that at least ten millions of dollars are annually expended in New York for the flowers used in decoration of houses and churches, and at funerals. We consume here the product of scores of acres of greenhouses. The supply of violets alone reaches the number of fifteen millions of blossoms yearly; and for roses, carnations, and orchids the demand is proportionately large. On the occasion of the marriage of the Duke of Marlborough with Miss Vanderbilt, the interior of St. Thomas' Church, where the ceremony was performed, was made into a vast bower, so prodigal of smiling bloom that the ecclesiastical character of the edifice was almost hidden from view; and this lavish example was followed by other families during the winter of 1895–1896.



Commodore Vanderbilt.

Of the great hotels recently opened to the travelling public, the wonder of new comers to New York, favorable examples are the Waldorf, New Netherlands, Savoy, Plaza, Holland House, Grenoble, Majestic, Imperial,



The Plaza Hotel.

The Metropolitan Club.

The Netherland Hotel.

The Savoy Hotel.

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and Renaissance. In these attractive structures, nothing heretofore devised that can dazzle the eye or tickle the imagination of their inhabitants with a sense of ownership has been omitted; but the new Astor Hotel, now building at Thirty-fourth Street and Fifth Avenue, may develop features as yet unexpected by outsiders, and surpassing all the rest. Since, however, there are about a thousand hostelries in New York where the traveller may choose a place to take his ease, it would be manifestly impossible to attempt any further discrimination between them in these pages. Of restaurants, Delmonico's and Sherry's, — where, alternating with the ball-rooms of the Waldorf, are held the most fashionable semi-public entertainments of society, — and the Café Savarin in the Equitable Building, are in the van of a long line, of every grade and standard. At most of the principal hotels, and in every style and variety of restaurants, the food fires of man are kept alight in liberal and satisfactory fashion. With the best of chefs, and an unsurpassable market to draw upon, this is not to be wondered at. A greater variety of fruits and vegetables can be found at any time in season here than anywhere else, — so wide a range of climate supplies us by swift steamers and quick railways. But it must be confessed that the service of our restaurants, and indeed of our hotels of the first rank, could be bettered to harmonize with the resplendent surroundings they exhibit. The waiters too often employed are an avaricious and ill-mannered class of foreigners, who treat all patrons alike by supplying the least amount of civility with almost insolent expectation of the largest possible tip, and who occupy themselves over-much with the attempt to be lavish of iced-water as the only concession they can take the trouble to make to a diner of American antecedents.

Of the methods of life of that larger, less-known class of our fellow-citizens who live upon "nothing in particular" a year, and are herded together in rooms chill during our freezing winters and hot in our tropic summers, there is a less cheerful tale to tell. By the Charity Organization Society we are informed that, during the nine or ten years past, nearly one hundred and forty thousand families have been registered as worthy of charitable help because they could find no work for wages. The efforts of this society in gathering facts concerning the actual condition of the poor, and in extending intelligent aid to their necessities, is well known. It has ten local committees, covering Manhattan Island; the central office is at Twenty-second Street and Fourth Avenue, in the United Charities Building, a hive of industry in good works, where well selected representatives conduct the several branches of registration, relief, sanitary work, fresh air work, and furnish access to public baths.

This handsome edifice, built in 1891–1893 by John S. Kennedy at a cost of more than seven hundred thousand dollars, and by him dedicated as a gift to the uses of various charitable societies which occupy it, houses also the Children's Aid Society, the Association for Improving the Condition of the Poor, the New York City Mission and Tract Society, and other beneficent associations.

Among other recent enterprises for the aid of the needy in New York may be mentioned Trinity Church Association, the Down-Town Relief Bureau, the Bowery Mission and Young Men's Home, the Cremorne Mission, St. Joseph's Day Nursery, the Bartholdi Crêche, the Little Mother's Aid Society, St. Christopher's Home, near Dobb's Ferry, the Working Girl's Vacation Society, the Riverside Rest Association for forsaken and degraded women, St. Joseph's Night Refuge, the Florence Crittenton Mission for Fallen Women, the Margaret Strachan Home, the House of the Holy Comforter, the Actor's Fund of America founded by A. M. Palmer, the Seaman's Christian Association, the Spanish Benevolent Society, the Norwegian Relief Society, the Hungarian Association, the Jewish Immigrant's Protection Society, the Polish Benevolent Society, and the Greek Benevolent Society.

An interesting and much talked-of work has been the University Settlement Society, established of recent years in the heart of the city for the purpose of bringing men and women of education and intellectual resource into contact with working-people, and with children of the laboring classes, upon terms of cordial intimacy and fraternal equality; it has extended its roots in many directions, and directs a variety of well thought-out schemes for profit or entertainment to the poor of the tenement house districts.

The College Settlement, also started of recent years, has now two houses in town and one in the country, all conducted by women for bettering the condition of young working-women. Their kindergarten classes in wood-carving and designing, cooking and sewing, and for teaching other useful arts, have been signally successful.

Particular attention is challenged and deserved by plans for two well-arranged and attractive hotels intended to be soon opened especially to accommodate respectable working-people who cannot afford the prices demanded by ordinary caravansaries; one of them will shortly be built in Bleecker Street, on the site of homes of good society in New York of three or four generations ago. They will be a practical beneficence of D. O. Mills, after designs by Ernest Flagg; and, with lodgings, they are to provide baths, free reading-rooms, and a restaurant to supply good food at moderate rates.

To our already liberal list of examples of charities established since 1880 should be added the Young Women's Home of the French Evangelical Church, the Leo House for German Catholic Immigrants, the Lutheran Pilgrim House, the Evangelical Aid Society for the Spanish work of New York and Brooklyn, St. Bartholomew's Chinese Guild, the Montefiore Home for Chronic Invalids, the Aguilar Aid Society, the Hebrew Sheltering Home, the Young Women's Hebrew Association, the Island Mission for Cheering the Lives of the Poor and Sick, the Needle Work Guild of America, the Christian Aid to Employment Society, the International



New and Old Tenement House Contrasts.

Telegraph Christian Association, the Italian Home, the Tenement House Chapter of the King's Daughters and Sons, the New York Society for Parks and Playgrounds for Children, and the Penny Provident Fund of the Charity Organization Society, — together with the Fresh Air Funds and Free Ice Funds of various great daily newspapers. The knowledge of such institutions multiplied in every quarter of the city, and diffusing on every side their efficient influence for good, while all of the older charities are still in full career of prosperous usefulness, warms the heart

with an admiration for this phase of New York's advance that is not to be displaced by any consideration of her more material achievements.

From among some hundreds of clubs the modern New Yorker resorts to for enjoyment of the society of his comrades, it is needful here to point out one or two only, architecturally and otherwise to be regarded as typical of recent progress. Of these the white marble palace of the Metropolitan Club at the corner of Fifth Avenue and Sixtieth Street is a distinguished example. The new Century Club House in Forty-third Street, built in the style of the Italian Renaissance, with a base of light stone and a superstructure of cream-tinted brick, its charming loggia dominating the main entrance, is, outside and in, in keeping with dignity tempered by animation, a characteristic of its distinguished assemblages. The Player's, in Gramercy Park, a club established by Edwin Booth in 1889, in a spacious residence of old New York, enlarged and refitted in most artistic fashion, accentuates in every part of it the strong individuality that conceived it. Expectation is now alert to admire the new home to be soon erected for the enlarged University Club at Fifth Avenue and Fifty-fourth Street. In the pleasant precincts of the Aldine, art and literature are at home in Bohemia. The scholarly little Grolier Club, with its repeated exhibitions of all that pertains to the high art of making or illustrating or binding books, is a distinct promoter of the best culture of our students of belles-lettres. The Association of the Bar of the City of New York is about to be transferred to a new and stately home in process of erection for it in West Forty-fourth Street. The Colonial Club, incorporated in 1889, has established itself in an elaborate building at Seventy-second Street and the Boulevard. Of the Union, Union League, Manhattan, Knickerbocker, St. Nicholas, Calumet, Lotos, New York, Lawyer's, Down Town, and other well-known clubs, as of the myriad minor associations for reform, culture, athletics, sport, good cheer, and the furtherance of special aims; of the college clubs, the yacht clubs, the military organizations, and political rendezvous, within the limits of New York, — an interesting chapter might be penned. The women's clubs are fewer, — Sorosis, by virtue of priority in date and in numbers, taking the lead of them. The working girls' clubs, and the boys' clubs, maintained in admirable activity by their founders and supporters, are growing in numbers and in usefulness.

Among others devoted to sport and recreation out of town, the American Jockey Club, the Turf Club, the New York Riding Club, the New York Coaching Club, the Driving Club, the Tuxedo Club, the Country Club, the Meadow Brook Hunt Club, the Richmond County Club, the

New York Athletic Club at Travers Island, the Crescent Athletic Club at Bay Ridge, and the St. Nicholas Skating Club are in vigorous existence.

The New York Yacht Club is known everywhere for many things that make it famous, but perhaps first of all as the custodian of the America's cup, won in English waters and brought here in 1851 by our renowned sloop of that name, and since then the occasion of many exciting and sometimes sharply contested races on this side of the Atlantic, in repeated attempts to take it away from us, — the latest, in the autumn of 1895, when the English challenger "Valkyrie III." was beaten by our yacht "Defender," as her nearest predecessor, "Valkyrie II.," had been in 1893 by our "Vigilant," and as every earlier challenger was by the American champion for the occasion.[1]

These races have elicited the eager interest of all the world; and the great fleet of steamers of every kind and size, loaded with tens of thousands of spectators, accompanying the yachts to sea, even when the wind had been directly on-shore and they have disappeared below the horizon, sailing twenty miles or more to windward, not only has mani-

[1] As our population has found so much pride and satisfaction in these recurring matches for the America's cup, it is not inappropriate to remind our readers here of the dates, contestants, and results, subsequent to the year 1880: —

"Mischief," centre board sloop, owned by Joseph R. Bush, representing the New York Yacht Club — and "Atalanta," centre board sloop, owned by Alex. Cuthbert, representing the Bay of Quinte Yacht Club, Canada — were matched for the best two races out of three; sailed Nov. 9th and 10th, 1881. Won by "Mischief."

"Puritan," centre board cutter rig, owned by J. Malcolm Forbes and others, representing the New York Yacht Club — and "Genesta," keel cutter rig, owned by Sir Richard Sutton, Bart., representing the Royal Yacht Squadron, Great Britain — were matched for the best two races out of three. Sailed Sept. 14th and 16th, 1885. Won by "Puritan."

"Mayflower," centre board cutter rig, owned by Gen. C. J. Paine, representing the New York Yacht Club — and "Galatea," keel cutter rig, owned by Lieut. Henn, Royal Navy, representing the Royal Northern Yacht Club, Great Britain — were matched for the best two races out of three. Sailed Sept. 9th and 11th, 1886. Won by "Mayflower."

"Volunteer," centre board cutter rig, owned by General C. J. Paine, representing the New York Yacht Club — and "Thistle," keel cutter rig, owned by James Bell and others, representing the Royal Clyde Club, Great Britain — were matched for the best two races out of three. Sailed Sept. 27th and 30th, 1887. Won by "Volunteer."

"Vigilant," centre board cutter rig, owned by C. Oliver Iselin and others, representing the New York Yacht Club — and "Valkyrie II.," keel cutter rig, owned by Lord Dunraven and Lord Wolverton, representing the Royal Yacht Squadron of Great Britain — were matched for the best three races out of five. Sailed Oct. 7th, 9th, and 13th, 1893. Won by "Vigilant."

"Defender," keel cutter rig, owned by C. Oliver Iselin, W. K. Vanderbilt, and E. D. Morgan, representing the New York Yacht Club — and "Valkyrie III.," keel cutter rig, owned by Lord Dunraven and others, representing the Royal Yacht Squadron of Great Britain, — were matched for the best three races out of five. Sailed Sept. 7th, 10th, and 12th, 1895. Won by "Defender."

fested the American appreciation of manly international sport, but has itself presented a wonderful spectacle never seen or possible elsewhere. Indeed, the taste for yachting has in the last ten years increased so much as to make it the favorite diversion of most of our wealthy men who have leisure for it. By them the science and art of seamanship are so thoroughly acquired that many owners of yachts are qualified to serve as regular ocean-going captains. And that something else than mere sport may be had from them is suggested by the fact that at the Navy Department in Washington is kept a careful list of such of them and of their yachts as may be useful in an emergency to the country in time of war. That they will cheerfully respond when called on for such service, we may be sure.



Yachting in the Lower Bay.

The Larchmont Yacht Club in Long Island Sound, the Seawanaka Corinthian Yacht Club at Oyster Bay, Long Island, the Columbia Yacht Club and the Audubon Yacht Club, and others, sustain interest in all things relating to life afloat. And with the houses of boating clubs the shores of the waters that clasp our city in their shining girdle are dotted at many points.

Bicycling, the enthusiasm of the day in New York ashore, has provision made for it not only by the city fathers, who are prudently preparing to cover with asphalt additional avenues that extend north and south on Manhattan Island, but by clubs and club-houses and many other agencies far and near. The New York Riding Club at Durland's, the New York Athletic Club in its new and admirable building, the University Athletic Club, and the Racquet Club enjoy

all the belongings and equipments of the best federations for athletic exercise anywhere to be found.

Significant features of the life of to-day are the marked expression of the taste for genealogical research, the study by New Yorkers of Americana and of their own forbears, and their desire to perpetuate the memory of the deeds and virtues of the founders of the Republic, which have given birth to many patriotic societies.

The Sons of the Society of the Cincinnati are first by right of historical distinction; after them the Sons of the Revolution, the Sons of the American Revolution, the Holland Society, Ohio Society, Mayflower Descendants, Daughters and Sons of 1812, New England Society, Southern Society, Society of Colonial Wars, the Colonial Dames of New York, the Colonial Dames of America, and the Daughters of the Revolution fall into line. The ranks of such patriotic associations are crowded; in the main they are representative, and always energetic. To no single person more than to the author of the History this imperfect account of the last sixteen years is designed to supplement, does New York owe its interest in bygones statistical and heroic. During Mrs. Lamb's long editorship of the "Magazine of American History," in her participation in the work of the Colonial Dames, and in the compilation of the History of the City of New York, her zeal, unselfishness, and fidelity to the best efforts to exploit the chronicles to which her life was devoted were beyond praise.

Of amusements, we are now presented in the columns of the daily press a list that proves conclusively the scope and number of the methods of entertainment behind footlights in New York.

Of theatres professedly dedicated to legitimate drama, Abbey's, Palmer's, Daly's, the Empire, the Fifth Avenue, the Lyceum, the Standard, the Broadway, the Star, the dainty Garrick, and the Herald Square come at once to mind. Through them filter, for the benefit of the country at large, the streams of novelties, of fads, of problematic plays, of plays that depress and plays that charm, in variety continually demanded by their patrons. But of other theatres of differing grades and kinds of merit, and of music halls and pleasure palaces, the number justifies the statement that New York and its vicinity pay five millions of dollars a year for the privilege of being regaled by stage performances.

Of late years, in addition to our own star and stock companies employing annually the talent of several hundred men and women, New York has had the attraction upon its boards of those incomparable artists,

Salvini, Coquelin, Duse, and Bernhardt. Irving and Terry, Mounet-Sully and Jane Hading, the Beerbohm Trees, the Kendals, John Hare and others of distinction have given frequent performances here; and apparently the crossing of the sea has been robbed of its terrors to good foreign artists in general by the assurance that they will carry back on return a consolatory store of American dollars. One cannot conclude this passing mention of theatres and actors of recent times without remarking upon the change of sentiment that has made possible the presence at a public performance, in a play-house, by professional players, of some clergymen and many most scrupulous church members. All things considered, the drama in New York was never better supported by the public of taste and intelligence than at the present day; and plays were never so well mounted and costumed, — though of the sentiment of many of them, during the last three or four years, much improvement is to be desired on the score of propriety.

In 1895 was finished and inaugurated at Broadway and Forty-fourth Street a monster music hall, styled by its proprietor "Olympia," where, on the same occasion and under the one roof, may be viewed spectacular opera and ballet, Vaudeville, and promenade concerts. At the old Academy of Music, embalmed with the memories of Patti, Nilssen, Gerster, Lucca, Kellogg, Hauk, Parepa-Rosa, Campanini, Capoul, Brignoli, Del Puente, and other idols of the public of their day, popular spectacular plays have held the stage for long runs; and in 1896 Walter Damrosch reintroduced to it a season of opera in German.

In size, situation, architectural beauty, and lavish provision for the multitudes it is intended to harbor, the Madison Square Garden, designed by McKim, Mead, & White, completes, with the Metropolitan Opera House and Carnegie Music Hall, the list of the most important places of amusement in New York. On its opening night, in June, 1890, at a concert conducted by Edouard Strauss, the main hall contained comfortably seventeen thousand people, and there are, in addition, under the same roof, the attractive Garden Theatre, a concert-hall, an assembly-room, and a café. In the amphitheatre, the chief glory of the building, are held yearly the horse show, — where New York's fashion and beauty first appears after return to town from the so-called holiday of summer, — the bench show of dogs, cattle-show, poultry-show, cat-show, exhibitions of flowers, great fairs and bazaars; and bicycle races, and other popular amusements of the better class follow each other in quick succession. Here, too, the circus and menagerie accommodate the crowds who frequent them; walking matches are seen, and other athletic events have been presented, — including the exhibitions of



Roof and Tower, Madison Square Garden.

boxing, euphemistically called "glove contests." On top of all is the great "roof-garden," where multitudes find relief and entertainment during the summer evenings elsewhere uncomfortably hot. Viewed from many points of the town, and from near or afar, the lovely tower of the Madison Square Garden, modelled from the Giralda Tower at Seville in Spain, and crowned with the Diana of St. Gaudens, whether seen by day in the clear atmosphere habitual to New York, or by night a-glitter with stars of electricity, is a continual pleasure to the eye.

In music, it is not too much to say that New York is the present goal toward which strains the genius of the world. The Metropolitan Opera House, built in 1881 with an enormous auditorium and stage, had passed through a number of seasons of brilliant production of grand and lyric operas, rendered by the foremost artists of the day, before the interior was burned in 1892. A year later the building had been renovated and made better and more commodious. The singing birds then and several times since recalled to perch and warble within it, have given to overflowing houses an exaltation of pleasure that has raised the standard of popular taste for music in an extraordinary degree. The musical education of New York, beginning with the concerts of the Philharmonic Society and those of Theodore Thomas, and progressing through the tuneful operas heard at the old Academy of Music, was finally at the Metropolitan Opera House put to the supreme test of the music-dramas of Wagner, first conducted here by Leopold Damrosch, and, after his death, by Anton Seidl. These operas, with Lili Lehmann, Brandt, Fischer, Alvary, Vogl, and other great artists in the casts, had ruled musical New York for a number of seasons, when Italian and French opera, under the management of Abbey, Schoeffel & Grau, for a time replaced them. Late years have seen the repeated triumphs of Jean and Edouard de Reszké, Victor Maurel and Pol Plançon, of Melba, Calvé, Nordica and Emma Eames.

In 1891 the good taste and public spirit of Andrew Carnegie provided for us the great Music Hall at the corner of Fifty-seventh Street and Seventh Avenue. In the large main hall of the building may be heard the concerts of the ever-vernal Philharmonic Society, of the Symphony Society directed by Walter Damrosch, and of the Oratorio Society also under his leadership, and frequently other excellent music. The Mendelssohn Glee Club has now its own club-house, and is still greatly enjoyed; its accomplished and esteemed leader, Joseph Mosenthal, died in 1896. Other musical societies of repute are the Rubenstein, a chorus of women; the Musurgia, which gives part-songs of men's voices; the New York Maennerchor, which in 1887 took possession of its new build-

ing in Fifty-sixth Street; the Arion, enjoying a fine establishment at Park Avenue and Fifty-ninth Street; and there are many more associations for vocal melody. With our other halls and opera-houses, with the many musicians who make their home here, the orchestras, the conservatories, the professors, the various opportunities for here learning and enjoying the best music, it would require many pages to deal properly. Every year has seen the arrival of great prophets of the divine art who had won fame abroad, — including Paderewski, Ysaye, Remenyi, Sarasate, Von Bulow, Joseffy, Josef Hoffman, Anton Hegner, and Vladimir de Pachman; and to the *début* of each has been accorded the welcome, both enthusiastic and comprehending, that furnishes the artist's most coveted reward. Of American operas, some of those by Reginald de Koven and Harry Smith have won the widest and most cordial recognition.

The recent spirit of acquisitiveness of works of graphic art in New York is remarkable not so much for its activity as for its nicety of choice. It is no longer the question with a buyer whether a picture is signed by Troyon, but whether it is a good specimen of Troyon's work. The old haste to accumulate without discretion, resulting in the association of many examples that could with benefit to our standard of art be heaped in a garret closed and shut out from the light of day, is superseded by growing deliberation, with intelligence in selection. Nor are paintings to-day secured as an investment or a speculation. Those who purchase them desire, as a rule, companions in their homes; and so, hanging by twos and threes upon the walls of beautiful houses all over the residential regions of the town where men of fortune have builded, one may find masterpieces of foreign art culled from the most treasured galleries of other lands. Over the tossing seas, in the holds of great ships that bring them safely to their destination, have recently come to find a sale in New York many world-renowned pictures Europe was loath to part with. For instance, in 1895 was sold here by the American Art Association the noble Vandyke, bought from Lord Caledon in England, of the Marchesa di Spinola and her daughter, at the price of fifty thousand dollars; in 1895 S. P. Avery secured abroad, and brought to his gallery in Fifth Avenue, the famous Turner showing St. Mark's Square at Venice on the occasion of a festa by night, the pride of the collection in England from which it came; this splendid example of that great painter's genius was sold recently in New York for fifty thousand dollars, and on the day it was disposed of to its present owner the dealer received for it two additional offers of the same amount. In a single

room of his house, crowded with other works of art and with curios, Henry O. Havemeyer has hung seven priceless Rembrandts, creating a shrine toward which the devotee of the great Dutchman as naturally tends as the admirer of Velasquez to the Museo of Madrid. William H. Fuller has made a superb collection of works of old English masters, and of the artists of the Barbizon school. J. Pierpont Morgan, Henry G. Marquand, Morris K. Jesup, Cornelius Vanderbilt, George Vanderbilt, D. O. Mills, Charles Stewart Smith, Charles A. Dana, Mrs. D. C. Lyell, J. D. Fletcher, Stanley Mortimer, J. H. Van Ingen, Alfred Corning Clark, B. Altman, Oliver H. Payne, Robert Hoe, James A. Garland, Charles T. Yerkes, Henry Sampson, George A. Hearn, C. T. Barney, Frederick Bonner, I. T. Williams, M. C. D. Borden, C. P. Huntington, W. C. Whitney, Miss Julia Cooper, A. S. Hewitt, J. W. Pinchot, — with A. A. Healey, John T. Martin, and I. C. Hoagland, in Brooklyn, — may be cited among the owners of notably fine and well-selected paintings, either assembled in galleries attached to their houses or displayed upon the walls of the living-rooms of their dwellings. Of other gatherings of treasures of art in New York the number is large. Monthly exhibitions of pictures during the winter seasons, at some of the leading clubs, notably those at the Union League Club, have been great educators in the pictorial art. Recent loan-collections to raise moneys for patriotic or charitable purposes, and the galleries at the Metropolitan Museum of Art, have given to the public the benefit of a rich array of the spoils of old-world æstheticism. Old prints, missals, and books — stained glass, laces, lacquer, musical instruments, miniatures, old porcelains, costumes, arms and armor — Oriental art in jades, fans, jewelry and silverware — old furniture, metal work, ceramics, crystals, coins, embroideries, enamels, etchings, rugs, tapestries and other textiles, are assembled to adorn the walls or cabinets of many a home in New York where an unobtrusive exterior gives little suggestion of the art of high merit maintained in the decoration within.

Of collections of curios, a few stand out conspicuous for excellence. Charles A. Dana is the owner of an exquisite assemblage of old Chinese porcelains where every example is a gem, usually of a solid color, and of interesting potteries. James A. Garland has a resplendent galaxy of Oriental porcelains, old blue-and-white, decorated pieces and eggshells; he has also the best of old Spanish embroideries, with rare crystals and rugs. Robert Hoe, in addition to famous books, has many valuable curios. Heber R. Bishop's wonderful muster of jades is second to none known. H. G. Marquand's house is a treasury of Oriental art. Mrs. A. A. Anderson has fine Chinese porcelains. B. Altman has a number

of the Oriental porcelains, crystals, and enamels from the Spitzska sale. Mrs. A. S. Hewitt has a well-chosen assortment of curios. Of miniatures old and new, Peter Marié, Valentine A. Blacque, and others have amassed attractive gatherings.

The names mentioned do not begin to cover the actual list of possessors of collections or of detached specimens of rare and fine art; and every year sees our wealthy citizens securing themselves abroad — or, what is often better, through intelligent and trustworthy intermediaries at home — some permanent adornment of houses where mere upholstery and modern decoration play no part.

It is a source of natural satisfaction to the chronicler of progressive culture in our day to be able to point to the brilliant portraits signed by such American names as Sargent, J. W. Alexander, Carroll Beckwith, J. Alden Weir, Daniel Huntington, B. C. Porter, Eastman Johnson, William M. Chase, and to the pictures by George Inness, Winslow Homer, Homer Martin, D. W. Tryon, John La Farge, Abbey, George De Forest Brush, Dewing, Millet, F. Hopkinson Smith, Abbott Thayer, and others, now seen in many of the homes of New York. And among women the art of Mary Cassatt, Cecilia Beaux, Rosina Emmet Sherwood, Lydia Emmet, Dora Wheeler Keith, and Mrs. Leslie Cotton has recently furnished pleasing examples of portraiture.

In the realm of sculpture the adornment of New York has been of late years enriched with the spirited figure of Admiral Farragut by St. Gaudens, in Madison Square; J. Q. A. Ward's "Washington," on the steps of the Sub-Treasury; his "Pilgrim" and "Shakespeare" and "Indian Hunter," in Central Park; MacMonnies' "Nathan Hale," in the City Hall Park; Kemeys' "Still Hunt," in the Central Park; and Bartholdi's "La Fayette," in Union Square. Many other statues, with monuments and fountains, are scattered throughout the city, chiefly in our parks, — expressing in some instances the homage for a departed great man of some other nationality, offered to our municipality by his admiring countrymen.

Of the other American artists of merit and fame who to-day niche themselves in and about the city, or hive like bees in handsome new "studio" buildings, the numbers are too considerable for separate mention here. At the spring and autumn exhibitions of the National Academy of Design, including those of the American Water Color Society; at the exhibitions of the Society of American Artists, of the Architectural League of New York, the Art Student's League, the Society of Painters in Pastel, or of the New York Water Color Society, as well as in many studios, the public has frequent opportunity to pass judgment

upon their work. A new temple of the arts here referred to was finished in 1892 at No. 215 West Fifty-seventh Street, and is now occupied by a combination of forces from several of the associations we have just named, and from others.[1]

[1] For a better understanding of the commercial aspect in art, which is, after all, the proof of its estimation in a community, we append the following list of sales here of pictures, etc., at auction, since 1880. And in this connection may be noted the fact that the American artist, as a rule, must die before a successful sale of his work can be made at auction, no matter how meritorious his performance may be.

In 1881 the Thomas Reid collection brought $70,916 ; and the pictures of S. A. Coale, Jr., $72,781.

In 1882 the second John Wolfe collection of eighty-two pictures sold for $129,955 ; the Levi P. Morton and Robert Hoe galleries were sold for $50,570.

In 1883 J. C. Runkle sold his pictures for $66,195.

In 1885 George I. Seney's paintings, March 31st, April 1st and 2d, went at $405,821.

In 1886 the estate of Mrs. Mary J. Morgan sold paintings, porcelains, silver, etc., etc., March 3d to 15th inclusive, at $1,205,153.30 ; and the paintings of Beriah Wall and J. A. Brown, March 31st and April 1st, were sold at $129,557.50.

In 1887 the estate of Robert Graves sold paintings and bric-à-brac, Feb. 9th to 15th inclusive, at $146,863.50; the estate of A. T. Stewart sold paintings, library, bronzes, bric-à-brac, etc., March 23d to 31st inclusive, at $575,079.42 ; the paintings of Henry Probasco, April 18th, sold at $168,920, — leaving his Oriental porcelains to go, April 19th, 20th, 21st, for the sum of $39,815.50 ; and the late Rev. Henry Ward Beecher's library, paintings, and bric-à-brac fetched, Nov. 8th to 17th inclusive, $31,738.76.

In 1888 the estate of Christian H. Wolff sold paintings, April 2d and 3d, at $26,035 ; the remarkable sale of Albert Spencer's second collection, sixty-eight pictures, fetched $284,025 ; and Henry T. Chapman Jr.'s paintings and bronzes sold, April 13th, 14th, 16th, at $74,365.

In 1889 J. H. Stebbins sold paintings, Feb. 12th, at $160,585; Elmer H. Capen and the estate of Wilmot L. Warren sold paintings, March 7th and 8th, at $69,782.50 ; and Wang Shih Yuing and Yang Yan Dock sold Oriental porcelains, March 7th, 8th, 9th, at $41,477.50.

In 1890 the estate of Samuel L. M. Barlow sold his library, paintings, and bric-à-brac, Feb. 3d to 12th inclusive, at $142,120.25 ; Walter Bowne, W. T. Evans, the estate of Bernhard Stern and Wm. H. Shaw, sold paintings, March 5th, 6th, 7th, at $106,296, leaving Oriental porcelains to go, March 6th, 7th, and 8th, at $28,410.

In 1891 George I. Seney sold paintings, Feb. 11th, 12th, and 13th, at $665,550 ; Brayton Ives sold books, manuscripts, Oriental porcelains, jades, swords, lacquers, etc., March 5th to 14th inclusive, at $275,310.75 ; and Vassili Verestchagin sold paintings, curios, rugs, etc., Nov. 17th to 21st, at $83,807.50.

In 1892 Henry Deakin sold Japanese and Chinese art objects, January 26th to February 1st, at $41,029.25 ; there was a sale in partition, to settle the estate of R. Austin Robertson, some time a member of the American Art Association, of paintings, Barye bronzes, Oriental porcelains, lacquers, metal work, etc., April 7th to 27th, May 3d, 4th, 5th, at $451,171.25, — and of art in warp and woof there were sales, October 24th to 29th, at $82,469 ; Deakin Bros. sold Oriental objects, November 28th to December 3d inclusive, at $29,774.25.

In 1893 the estate of Charles J. Osborn, the estates of Edwin Thorne, and Edwin S. Chapin, sold paintings, sculpture, bric-à-brac, etc., January 27th, 28th, at $163,646.50 ; Baron M. von Brandt sold Chinese porcelains and curios, February 21st, 22d, 23d, 24th, at $30,824 ; the Art of the Loom in the East made sales, March 31st, April 1st, 2d, 3d, 4th, at $79,893 ; Knoedler & Co. sold oil paintings, April 11th, 12th, 13th, 14th, at $384,670 ; the estate of John Hoey sold paintings, statuary, furniture, bric-à-brac, etc., April 22d to 26th inclusive,

No more satisfactory resorts for the leisure hour of a lover of art are to be found, than the various galleries for the exhibition and sale of pictures and bric-à-brac, fostered and supported by the taste of latter day New York.

Of art schools and classes, the Art Student's League and the Cooper Union Schools for men and for women are well to the fore in successful achievement.

The Associated Artists, of which Mrs. Candace Wheeler is the president, the Society of Decorative Art, and the School of Applied Design, all control work done by women, and are conducted by women with signal success.

The Tiffany Glass and Decorating Company, in Fourth Avenue, now produces a variety of objects in glass of a tone, texture, and finish than which nothing more artistically beautiful has ever been seen, including the brilliant new "Favrile" glass made by workmen trained in Louis C. Tiffany's individual methods.

The addition in 1881, by gift of the grandson of the founder, of a new hall to the Astor Library, seemed to make of that capacious building as

at $58,353.13; Capt. F. Brinkley, R. A., sold antique Chinese porcelains, May 9th and 10th, at $36,892.50.

In 1894 the estate of George I. Seney sold paintings, water colors, etchings, and engravings, February 7th, 8th, and 9th, at $213,703; E. O. Arbuthnot, of Shanghai, sold Chinese porcelains, April 18th, 19th, 20th, 21st, at $32,410; and the estate of J. J. Peoli sold etchings, engravings, water colors, etc., May 8th to 12th inclusive, at $20,426.55.

In 1895, January 9th, the collection of Richard H. Halstead, twenty master works by George Inness, sold at $31,350, being the highest average in quality and price of any American paintings yet sold; April 25th, etc., there was a sale upon dissolution of the American Art Association, at $232,548, when the following notable works went and these prices were realized: a Vandyke at $50,000, a Sir Joshua Reynolds at $6,100, a Sir Thomas Lawrence at $5,000, a Gainsborough at $5,150, a Rubens at $5,500, a Porbus at $4,600, a Bronzino at $4,100, and a Monet at $4,250; that same year, November 25th, the estate of Paran Stevens sold pictures at $7,513, including a Meissonier at $3,500.

In 1896, January 9th, the studio effects of Wm. M. Chase, N. A., were sold at $21,053.25; January 23d the collection of N. Q. Poyse went at $62,900.60, including a Meissonier at $4,000, a Rousseau at $2,600, a Schreyer at $2,000, and a Détaille at $1,350; February 6th and 7th the collection of Childe Hassam, two hundred and eight examples of his own work, fetched $9,072.50. February 18th and 19th the collection of D. H. King, Jr., fetched $294,917, including a Troyon at $17,200, a Sir Thomas Lawrence at $10,700, a Hoppner at $10,100, a Porbus the younger at $8,000, a Rembrandt at $11,100, a Sir Joshua Reynolds at $4,900, a Jacque at $3,500, a Turner at $9,800, a Corot at $6,700, a Mauve at $6,675, a Knaus at $3,200, a Copley at $3,200, a Schreyer at $5,100, and a Daubigny at $3,400; and February 28th the collection of the late William Schaus (thirty-one paintings) sold for $187,825, including a Rousseau at $25,200, a Troyon at $24,500, a Diaz at $18,900, a Rembrandt at $18,600, a Corot at $8,000, a Daubigny at $10,150, a Fromentin at $6,700, a Frans Hals at $5,400, and a Rubens at $5,100, — being an average of quality and price higher than any collection ever sold in America.

complete and convenient a free reference library as New Yorkers could demand. In 1893 the Lenox Library, closed for a time for rearrangement of its treasures, supplemented by the pictures and ten thousand choice books left by the will of Mrs. Robert L. Stuart, had a formal reopening, and the public was made anew the beneficiary of this collection, to which the president, John S. Kennedy, also has added largely.

By the will of Samuel J. Tilden, who died in 1886, a capital of six millions of dollars was bequeathed to New York to carry out his favorite project of another free library. Family litigation over the will succeeded in breaking it, and nearly the whole of the estate went absolutely to his nieces, nephews, and a great-niece, — to the latter, Miss Laura Pelton, then recently married to William A. Hazard, three million dollars of it; but it is to be recorded that, though entitled to the whole of that great sum, she reserved for herself one million only, freely giving the other two millions to the intended library. With this remnant of Mr. Tilden's proposed munificence to New York in hand, the trustees of the corporation his executors had organized to carry out the intentions of the testator have arranged a consolidation of the Astor Library, the Lenox Library and (what remains of) the Tilden Free Library, — the most pleasing proffer the future makes for book-lovers and general readers in New York.

The Free Circulating Library, beginning its career modestly in 1808 in two rooms, with a circulation of one thousand books, had current in 1892 nearly half a million volumes. This beneficent spring, which has supplied such a stream to satisfy the thirst of certain portions of our public for literature, dispenses its bounty through several channels, having branch buildings at 49 Bond Street, 135 Second Avenue, 226 West Forty-second Street, 251 West Thirteenth Street, and a distributing stand at 1943 Madison Avenue.

The Free Library for Mechanics and Tradesmen is at 8 East Sixteenth Street. The library of the Cooper Union is open to all, and of late years has been frequented by between 1,600 and 1,700 readers per diem.[1]

Another free resort for all respectable students, women or men, is the fine library of the Young Men's Christian Association, in East Twenty-third

[1] This, as well as the success of the art schools of that institution, is an evidence of the far-reaching intelligence of the honored founder. The death of Peter Cooper, on the 4th of April, 1883, was justly regarded by all New York as a bereavement. Marks of respect to his memory were displayed upon public buildings, the Supreme Court was adjourned, and public bodies, including both houses of the Legislature, adopted resolutions of regard and regret.

Street; it has the great attraction of being open in the evening, and during holidays. A free library devoted mainly to Hebrew literature is at 203 East Fifty-seventh Street. The library of Columbia College, at 41 East Forty-ninth Street, recently enriched by the addition of many donations of books, includes the Stephen Whitney Phœnix Library, the President Barnard Library, the Mary Queen of Scots Library, the Avery Architectural Library, Townsend's Civil War Record, and the libraries of the Huguenot Society and of the New York Academy of Science. It is remarkably well arranged for convenience of use; and to this varied banquet students and scholars of all grades are made welcome; there may be found, among other attractions, the current numbers of nine hundred magazines and other serial publications.

Libraries of Law, Science, Medicine, and Theology are established at various points throughout the city; and of special libraries, and those on general subjects attached to special institutions, there are many. Both the Society Library and the Historical Society Library belong more to the province of old New York than within the limits of this chapter. But in June, 1891, the latter purchased, for a building not yet erected, a fine site to the west of Central Park, at Eighth Avenue and Seventy-sixth Street, where, some day, the society's present overflow of things precious to him who would be reminded of bygone days and associations will be fitly displayed.

Of the private libraries in New York those best known to the public at the present time belong to Robert Hoe, Mrs. Drexel, Mrs. Astor, S. P. Avery, Loring Andrews, George Vanderbilt, J. Pierpont Morgan, J. J. Astor, George B. de Forest, R. C. Hawkins, Marshall C. Lefferts, T. A. Emmet, V. A. Blacque, Thomas J. McKee, Augustin Daly, Cornelius Vanderbilt, Beverley Chew, Rev. Dr. Dix, Justice Truax, Charles B. Foote, Laurence Hutton, Brander Matthews, William Dick, George T. Maxwell, C. W. Frederickson, J. H. V. Arnold; and we should here mention also those of E. D. Church, George F. Maxwell, and Paul Leicester Ford, in Brooklyn. In 1895 was sold in New York the library of the late Mrs. Norton Pope, of Brooklyn, including the "Morte d'Arthur," for which that lady had bid against the British Museum, securing it at the price of 1,950 pounds sterling, — a straw showing which way the wind of book-collecting blows in the new world to-day. To the numberless gems gathered by bibliomaniacs, and comprised in the collections noted above, it is possible here to refer merely, and only in passing.

No one qualified to speak with authority on the subject will deny that the advance of New York in the love of accumulating and enjoying



St. Luke's Hospital.

The Library of Columbia College.

precious books is marked and growing. The great dealers abroad are sure of finding among us purchasers for their best wares.

A subject of the greatest interest to New Yorkers is the remarkable advance in the methods we now enjoy of caring for the ills of human flesh. Not only have a number of new hospitals arisen, all equipped with the best appliances modern science can devise, but since 1880 the ambulance system and the trained nurse system have been brought to a pitch of excellence greatly assisting the skilled work of our surgeons or physicians.

In 1891 the New York Hospital — the Dean of our Hospital Faculty — added to its already spacious and imposing array of buildings a new edifice, to contain a library, a pathological museum, and a training school for women nurses, whose present quarters are as attractive as architectural finish and improved sanitation can make them.

In 1893 the corner-stone was laid on a site adjoining the Cathedral of St. John the Divine, in Morningside Avenue, for the new St. Luke's Hospital; and already the old buildings familiar to New Yorkers by that name have vanished from their place at Fifty-fourth Street and Fifth Avenue. The administration building of the new hospital bears the honored name of the founder, the Rev. Dr. Muhlenberg. In March, 1896, the Norrie Pavilion was opened on the new site, with one hundred and twelve beds, and the rest of the work there goes rapidly on.

The cluster of Vanderbilt charities, beginning with the College of Physicians and Surgeons contributed by the late William H. Vanderbilt, was continued by the erection, at the expense of his four sons, of the Vanderbilt Clinic opened in 1888; and the Sloane Maternity Hospital, added in 1886-87, by Mr. and Mrs. Wm. Douglas Sloane, the latter a daughter of William H. Vanderbilt, challenges special attention, furnished as it is with everything needful for the best treatment and for sanitation as a hospital for women, its beds made free in perpetuity.

Among other benefactions by individuals here for the better practice of the healing art is that incalculable blessing to New York and the whole country, the training school for nurses at Bellevue Hospital, erected near the hospital by Mrs. William H. Osborne. Within the grounds of Bellevue stand also the training school for male nurses built in 1888 by D. O. Mills, and the Carnegie Laboratory, a gift of Andrew Carnegie. At Bellevue may also be found the Townsend Pavilion, Library, and Chapel, a thank-offering of the late Mrs. R. H. L. Townsend upon recovery from illness, and several other structures virtually renewing the youth of this ancient and honorable institution. In

1890 an addition was made to the Roosevelt Hospital — in itself a grand memorial of a citizen's generosity — of the McLane operating room, given by the president of the College of Physicians and Surgeons in memory of his son, a young student who had recently died at Yale University.

In 1889 the Presbyterian Hospital, founded by James Lenox, was damaged by fire, with the result that a new series of handsome buildings has arisen, having a dispensary tower in Madison Avenue, — itself a notable object to one who surveys the vicinity.

The New York Post-Graduate Medical School and Hospital was opened in 1882, and serves the double purpose of a school for clinics and a hospital, including a babies' ward that has proved especially interesting to the feminine public. Hither come physicians and surgeons in active practice throughout the country, the old and the young, to be refreshed in their knowledge of methods of treatment of any and every malady, and to learn all that is new in the progress of their science or their art; and great has been the benefit to the profession at large, — many of the attendants returning every two or three years to spend several weeks or months under the lecturers.

In 1882 the Sisters of the Poor of St. Francis inaugurated the use of their new St. Joseph's Hospital; ten years later another Catholic hospital was established at Spuyten Duyvil Heights, called the Seton Hospital for Consumptives, already mentioned. Both of these institutions are well built and well sustained. To the Mt. Sinai Hospital a handsome dispensary was annexed in 1890. In 1885 an emergency hospital, governed now by the Department of Public Charities, was established at Gouverneur Slip, on the East River. For the treatment of dangerous contagious diseases in the population of the city, was built in 1884 the Riverside Hospital, on North Brother Island. Thither are sent also cases from quarantine; and, for temporary service of patients awaiting transportation, a reception hospital was erected in 1885.

For the special care of scarlet fever and diphtheria among the poor, the Willard Parker Hospital, on the East River at Sixteenth Street, was established in 1884; the great need for a similar establishment for patients of a better equipped purse has led to the consideration of another hospital for their use, to secure which Mrs. Minturn has taken the initiative.

Lebanon Hospital, occupying the old Ursuline Convent in Westchester, was started in 1891. To the Hahnemann Homœopathic Hospital substantial additions have been made within recent years. A small, well-kept hospital is St. Mark's, in Second Avenue, founded in 1890, and supported by voluntary offerings. In the same year the

Woman's Medical College of the New York Infirmary took possession of its premises in Stuyvesant Square. The Laura Franklin Free Hospital is a homœopathic institution for children, established in 1886, under charge of a Protestant Episcopal Sisterhood. In 1890 the old established New York Eye and Ear Infirmary added a new wing to the buildings it had before occupied. The New Amsterdam Eye and Ear Hospital, in West Thirty-eighth Street, was opened in 1888.

Two other important additions in late years to the city's list are the New York Skin and Cancer Hospital, for free service of the poor, and the New York Cancer Hospital, the latter representing a benefaction of the late Mrs. J. J. Astor. This fine, spacious, and beautifully mounted establishment combines all the best arrangements and facilities of the present day for the comfort of those to be served, and is intended chiefly for the free treatment of needy patients, though sufferers who can pay are also received and cared for. In 1888 St. Bartholomew's Hospital was established for free treatment of diseases of the skin. In 1892 the Protestant Episcopal Church in New York instituted a church dispensary for the immediate purpose of supplying medical aid and remedies to such worthy indigent people as can be discovered, who may be unwilling to apply to a general dispensary.

To further enumerate the hospitals, church associations, dispensaries, sanitariums, homes, aid societies and diet kitchens opened of late years in various portions of Manhattan Island, and all now in active service to the needy, is impossible here. Enough has been stated to show that New York is not only alert but eager in the cause of the health and physical welfare of her great population. An average of seventy-five thousand patients are thus here treated annually free of charge, who receive all that the utmost efforts of the best skill allow the wealthy patient to command in his own home. Good beds, pure air, the latest surgical appliances, the best drugs, admirably trained nurses, the foremost physicians and surgeons of the day, aided by young recruits from among the most efficient and distinguished of recent graduates of the best medical schools, — all are freely supplied to the poorest applicant at the gates of a great hospital, or at the door of either of many small ones. This is an inspiring thought, and a just occasion for proud comfort to the citizen who has at heart real civilization in the metropolis. Such institutions seem to render unnecessary the special hospitals founded for and maintained by Germans, Frenchmen, Swiss, Norwegians, and others in New York of alien birth, — though the spirit that prompts to such provisions by foreigners for their own countrymen deserves all praise. Certainly the immigrant who sees his vessel drop anchor under the beacon

of Bartholdi's light has nothing to complain of in the arrangements made, whether by his compatriots or by our own citizens, for the care of his health upon or after arrival.

Our tale now told, — although leaving much unsaid, — we commend to the reader a glance backward from the picture it presents to that of the little savage island clasped in the embrace of two great rivers, as described in the opening paragraph of Mrs. Lamb's History. What further development the years of the coming century may see New York attain, if measured by her achievement in the recent past, must surely satisfy the highest ambition of her citizens, and secure to their children the best rewards of modern civilized life.

LILLIAN MICHELSON
RESEARCH LIBRARY

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